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Editor's desk

WITH HAL MILLER

The joy in trains

Remembering what drew us to them in the first place

Series like Bob's Train Box and Truck's Toy Trains are now on Trains.com Video.

SOMETIMES I LOSE TRACK OF WHY I got into this crazy hobby in the first place. Do you have those moments too? Like when you think of the value of a train instead of considering how running it makes you feel?

Then I run into people like Sean Morgan, who kind of recalibrates me in the hobby.

If you haven't seen his layout in person or on the Internet, be sure to have a look at the story starting on page 26. Sean is one of those people who truly finds joy in trains of all sizes, as well as almost anything mechanical or electronic.

This really comes to light if you visit his YouTube channel, Sean's Train Depot. He has tons of model train videos on there. His other interests are represented too: robotics, prototype trains, and auto modification. Heck, there's even an electric lawn mower review.

Sean has a thoroughly modern O gauge layout featuring all kinds of equipment. You may see a 4-4-0 American running next to an SD70ACe or a Reading T1 crossing paths with a Union Pacific "Big Blow" veranda turbine. Great stuff!

The one thing you'll see lots of are operating accessories. In addition to plenty of great buildings, there's action almost everywhere you look. In so many ways, it's like a Lionel showroom display from the 1950s writ large and brought into the present day.

Lest you think Sean's enjoyment of trains is confined to O gauge, he's now working on his second Standard gauge layout that promises to be even bigger and more fun than the first. We look forward to bringing that layout to you at some point in the near future.

At any rate, Sean has never let go of the joy in trains. It's one of those things that's infectious, which, for a change, we can say is a good thing.

New Trains.com Video

If you haven't had a look yet, Trains.com Video has arrived. It makes it easier to find all the watchable toy (and other) train content you want!

Some of the series that may interest you are Bob's Train Box, Truck's Toy Trains, and Professor Carp's fun and informative history lessons.

Plus there are video product reviews, how-tos, and a lot more. If you haven't checked it out yet, or all the rest of Trains.com, have a look. You won't believe the amount of train fun that's on there!

Hal Miller, Editor

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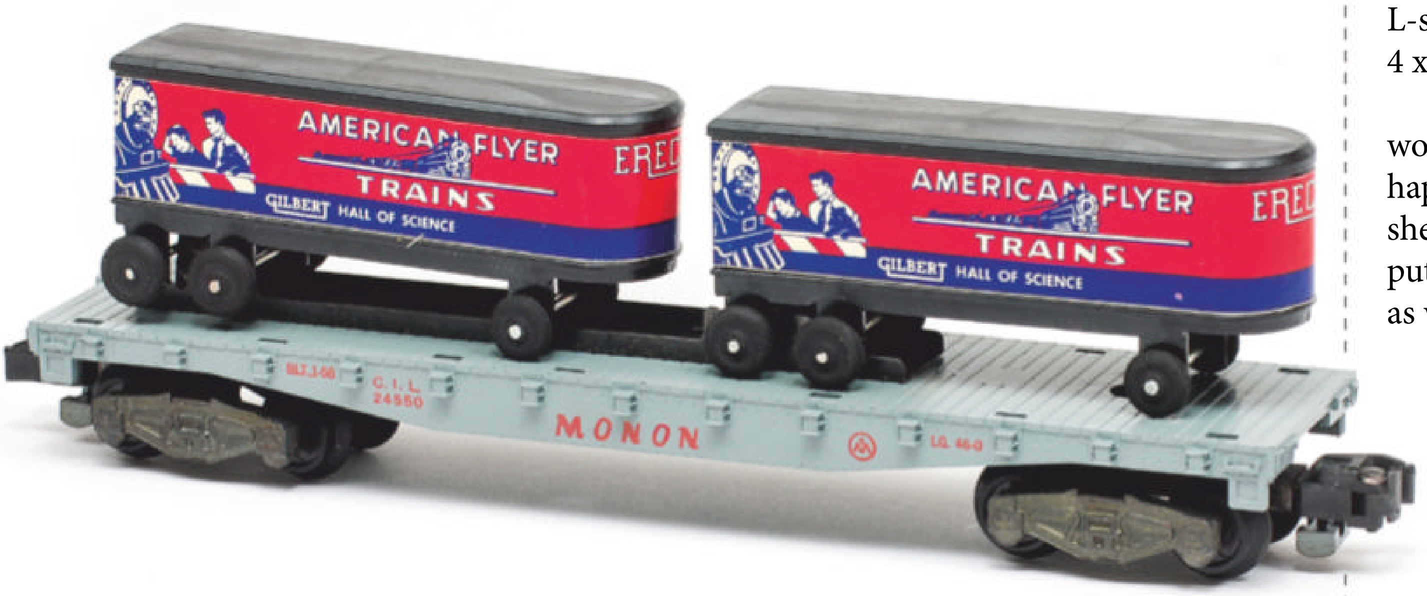
Changing Flyer piggyback flatcars



Later versions of the American Flyer flatcar with trailers made by the A.C. Gilbert Co. were modified to have only one metal bracket rather than two as found on earlier models. The change made it possible for the flatcar to be used with an accessory introduced in 1959.

■ **THE ARTICLE BY DON HEIMBURGER** on American Flyer flatcars with trailers in the September/October 2022 issue of *Classic Toy Trains* failed to mention one important change made to these cars. The original 1956 version has, as noted, two sheet-metal brackets that hold each trailer onto the flatcar. To install them or remove them, you have to lift or place them straight up from the flatcar.

Then in 1959, when the A.C. Gilbert Co. introduced the No. 23830 Piggyback Unloader, it modified the top of the flatcar so it could be used with the brand-new accessory. Instead of two brackets as before, there was only one. The single bracket enabled the trailers to slide off the flatcar. – *David Dewey, Oroville, Calif.*

Meet the next generation

Readers of *Classic Toy Trains* may wonder about the next generation of modelers. Well, let me introduce you to one of the youngest and most enthusiastic – my two-year-old grandson Ethan James, affectionately known in our family as EJ.

From the time EJ could crawl, he had a love of technology. I introduced him to my (soon to be his) Lionels. I began with the Polar Express, with the announcements and sounds, plus the smoke, to attract his attention. I was using the remote and had the whistle and the bell clang before making the train start.

Well, it wasn't long before EJ took the remote and began experimenting with the controls. He even made the train operate in reverse. After a few minutes, all I had to say was, "EJ, ring the bell," and he rang the bell. Then he blew the whistle and was off to the races.

I know there has been concern about the aging of our hobby, but I can tell I'll have another generation in my family to keep up the tradition of playing with toy trains. I'll bet there are many grandkids taking over the controls from Pop, all proving our hobby will continue to grow. – *Jimmy Newell, Bradenton, Fla.*

Small can be better

A few years ago, my wife and I decided to move from a large house on Long Island to a smaller one in Florida. In New York, I had a nice collection of trains and a 12 x 20-foot O gauge layout with shelves in my train room for storing favorite models.

I knew there wouldn't be as much room for my trains at our new home, so I sold a lot of my collection. Once we had moved in, I started building a shelf layout above the doorways of a spare room. Then I figured out I had enough room for an L-shaped layout consisting of a couple of 4 x 8-foot sheets of plywood.

I never thought anything that small would satisfy me, but I was wrong. I'm happy with my compact layout and the shelves I put up to display a few trains. I put the control panel for my layout as well as workbench inside an empty closet.

Everything worked out great, and I'm spending more time playing with my trains than I did before. I like how cozy my new train room is. It's perfect for reading hobby magazines and books.

It shows that downsizing can work out and small layouts aren't necessarily bad. – *Anthony Sirico, Hernando, Fla.*

Future of conventional control

For more than a century, Lionel modelers have relied on conventional control to operate their layouts. Based on what I saw in the latest catalog, I wonder what the future holds for conventional control.

Top-of-the-line O-27 locomotives offer all sorts of bells and whistles, everything except for conventional control. The lowest-priced engine with conventional control was an 0-6-0 steamer listed at $349. I wonder if anything will be made to run conventionally in a decade. – *Michael Connor, Greensburg, Ind.*

Corrections

"Toys in the Hall," the article on the Gilbert Halls of Science published in the November/December 2022 issue, inadvertently neglected to credit the photos.

The top photo, showing young George Sorensen at the Chicago Hall of Science, was generously shared by George with author Don Heimburger.

The photograph of various Gilbert executives, taken when the Chicago Hall of Science opened in 1953, should be credited to the Ray Mohrlang Collection at the website established by Dale Smith to provide information on American Flyer displays, including those at the Halls of Science: www.americanflyerdisplays.org

You can learn more about the different halls and their featured layouts as well as many other Gilbert displays by visiting this outstanding website.

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WAREHOUSE CLEANUP SALE!!

OLR901	**Statue of Liberty (lighted)**	**44.95**
3-18050	**LionScale Continental Grain 3B Hopper**	**34.95**
3-18070	**LionScale Tenneco ACF 3B Cov. Hopper**	**34.95**
16718	**USMC Missile Launching Car**	**40.00**
16738	**Pepe LePew Animated Boxcar**	**30.00**
16742	**Trout Ranch Operating Aquarium Car**	**35.00**
16767	**NYC Ice Docks Ice Car**	**35.00**
16924	**Lionel Corp. Flatcar w/Single Trailer**	**25.00**
16933	**Lionel Lines Flatcar w/Autos**	**25.00**
16953	**NYC Flatcar w/RedWing Shoe Trailer**	**25.00**
16968	**Dep. Flatcar w/Lifeflight Helicopter**	**30.00**
17522	**St 'O' Flatcar w/Plymouth Prowler Car**	**35.00**
19283	**Erie 6464-style Boxcar**	**20.00**
19423	**Circle L Flatcar w/Racing Cars**	**25.00**
19441	**Lobster Vat Car**	**30.00**
19447	**Mama's Baked Beans Vat Car**	**25.00**
25931	**Andrew Johnson Presidential Boxcar**	**39.95**
26214	**USPS Stamps Boxcar**	**25.00**
29225	**HORDE Festival Boxcar**	**15.00**
29460	**Lionel (Archive) Piggyback Flatcar**	**35.00**
29612	**Las Vegas Poker Chip Display Car**	**30.00**
29626	**CASE Closed Mint Car**	**30.00**
29791	**Wizard of Oz 75th Anniversary Boxcar**	**24.95**
29793	**Wild Things Boxcar**	**29.95**
29960	**Rock Island RR Art Boxcar**	**25.00**
29998	**National Guard Boxcar**	**30.00**
37816	**Rockville Bridge**	**249.95**
39395	**National Guard Flatcar w/Cov. Load**	**19.95**
39484	**Cocoa Marsh Vat Car**	**29.95**
81206	**Great Northern Flat w/Covered Load**	**29.95**
81489	**Warren G. Harding Presidential Boxcar**	**25.00**
82075	**NYC Waffle-Sided Boxcar**	**30.00**
83246	**Shell Gas Billboard Art Boxcar**	**39.95**
84376	**Angela Trotta Thomas Aquarium Car**	**54.95**
84599	**Bucking Feed & Tack Building**	**44.95**
84669	**Desert Storm War Boxcar**	**49.95**
84670	**Korean War Boxcar**	**49.95**
84766	**Construction Gondola w/Signs**	**39.95**
85248	**Budweiser Reefer**	**49.95**
85317	**Spirit of Union Pacific Boxcar**	**44.95**
2028480	**Angela Thomas Lionel 120th Ann. Boxcar**	**44.95**
2143072	**Fruit Growers St 'O' Reefer Car**	**29.95**
2243122	**Rock Island Modern 50' Boxcar**	**34.95**
2243132	**Railbox Modern 50' Boxcar**	**34.95**

LIONEL 'SCALE-SIZE' CARS

83347	**Atlantic Coast Line Double Sheath Boxcar**	**35.00**
84120	**Eastern State 40' Steel-Side Reefer**	**39.95**
84128	**TLDX Demonstrator PS-2 CD Hopper Car**	**44.95**
84478	**or 79 Wabash PS-4 f/c w/40' Trailer ea.**	**69.95**
84802	**Gibson Wine 8000 Gallon Tank Car**	**49.95**
84835	**ATW 66' Mill Gondola #400664**	**41.95**
84836	**ATW 66' Mill Gondola #400675**	**41.95**
84838	**AOK 66' Mill Gondola #35007**	**41.95**
84839	**AOK 66' Mill Gondola #35055**	**41.95**
84918	**or 19 David Ind. Cylindrical Hopper ea.**	**49.95**
1926141	**Santa Fe Bunk Car #196752**	**59.95**
1926142	**Santa Fe Bunk Car #196754**	**59.95**
1926161	**Rio Grande Bunk Car #x2380**	**59.95**
1926162	**Rio Grande Bunk Car #x2384**	**59.95**
1926163	**Rio Grande Bunk Car #x2387**	**59.95**
1926171	**Union Pacific Bunk Car #906115**	**59.95**
1926172	**Union Pacific Bunk Car #906118**	**59.95**
1926183	**MOW Bunk Car #99837**	**59.95**
1926492	**U.P. Safety CA-4 Caboose**	**69.95**
1926501	**Bartlett Grain PS-2CD Cov.Hopper #5509**	**59.95**
1926502	**Bartlett Grain PS-2CD Cov.Hopper #5510**	**59.95**
1926531	**Conrail PS-2CD Covered Hopper**	**64.95**
1926540	**Ely Thomas Skeleton Log Car 2pk. #1**	**94.95**
1926550	**Ely Thomas Skeleton Log Car 2pk. #2**	**94.95**
1926570	**Long Bell Skeleton Log Car 2pk.**	**94.95**
1926590	**NY & PRR Skeleton Log Car 2pk**	**94.95**
1926600	**Unlettered Skeleton Log Car 2pk.**	**94.95**
1926830	**C&NW Northeastern Caboose**	**69.95**
1926840	**Conrail (Rdg Patch) NE Caboose**	**69.95**
1926971	**Detroit Salt PS-2CD Covered Hopper**	**64.95**
1926981	**Producers Grain PS-2CD Cov. Hopper**	**64.95**
2026402	**Canadian Pacific 60' Single Door Boxcar**	**64.95**
2026421	**NYC 60' Single Door Boxcar #56451**	**64.95**
2026422	**NYC 60' Single Door Boxcar #56416**	**64.95**
2026442	**Penn Central 60' Single Door Boxcar**	**64.95**
2126190	**Central Soya PS-2 Hopper #118**	**59.95**
2126530	**MKT Tool Car #X3257**	**59.95**
2126651	**MKT Bunk Car #X-2121**	**59.95**
2126310	American Steel 65' Mill Gondola	64.95
2126350	CSX 65' Mill Gondola	74.95
2126360	Pennsylvania 65' Mill Gondola	74.95
2126431	**BNSF Beer Car #782404**	**69.95**
2126441	**Rio Grande Beer Car #50816**	**69.95**
2126451	**Golden Western Beer Car #149000**	**69.95**
2126482	**Western Pacific Beer Car #67055**	**69.95**
2126590	**MKT Kitchen Car**	**94.95**
2126600	**Norfolk & Western Kitchen Car**	**94.95**
2126622	**Canadian Pacific Bunk Car #411919**	**59.95**
2226260	**Great Western Railway Caboose**	**99.95**
2243030	Northern Southern Rotary Gondola 4pk.	249.95
2243040	Pennsylvania Rotary Gondola 4pk.	249.95
2243050	Union Pacific Rotary Gondola 4pk.	249.95
2243070	Norfolk Southern Rotary Gondola 2pk.	129.95
2243080	Pennsylvania Rotary Gondola 2pk.	129.95
2243090	Union Pacific Rotary Gondola 2pk.	129.95

POSTWAR REMAKE SETS

21759	Canadian Pacific F3 Pass. Set (sealed)	995.00
21782	PRR Congressional GG-1 Pass. Set	750.00
31727	Rio Grande F-3 'AB' Freight Set	595.00
31742	Santa Fe #2383 Red Stripe Alum. Set	749.95
31775	Burlington GP-7 Pass. Set #1562	399.95
31776	Lackawanna #2219w FM Frt. Set	395.00
31784	Union Pacific NW-2 Work Set #1593	299.95
38342	Santa Fe Alco Freight Set #1619	429.95
38249	C&O GP-7 Freight Set #12885-500	569.95

LIONEL 'LIONCHIEF' LOCOMOTIVES

2232010	New York Central Hudson LCPlus2.0	499.95
2232030	Santa Fe Hudson LCPlus2.0	499.95
2232040	Lionel Lines Hudson LCPlus2.0	499.95
2232100	Baltimore & Ohio 4-6-2 Pacific LC2.0	584.99
2232110	Rio Grande 4-6-2 Pacific LC2.0	584.99
2232120	Lehigh Valley 4-6-2 Pacific LC2.0	584.99
2232130	Reading & Northern 4-6-2 Pacific LC2.0	584.99
2234010	Amtrak Genesis 50th Ann. #100	449.95
2234020	Amtrak Genesis 50th Ann. #108	449.95
2234030	Amtrak Genesis 50th Ann. #160	449.95
2234040	Amtrak Genesis 50th Ann. #161	449.95
2234050	Amtrak Genesis Phase V #150 LC-2.0	494.99
2234060	Amtrak Genesis Phase IV #111 LC2.0	449.95
2234070	Amtrak Genesis Phase III #40 LC-2.0	449.95
2234080	Amtrak Genesis Phase V 50th Ann. #46	449.95
2234220	Amtrak Genesis 50th Ann Lifesaver LC2.0	449.95
2234140	Santa Fe GP-20 Diesel LC2.0	449.99
2234150	Milwaukee Road GP-20 Diesel LC2.0	449.99
2234160	Conrail GP-20 Diesel LC2.0	449.99
2234170	Burlington Northern GP-20 Diesel LC2.0	449.99
2234180	BNSF Dash-8	251.99
2234190	Norfolk Southern Dash-8	251.99
2234200	CSX Dash-8	251.99
2234210	Union Pacific Dash-8	251.99
2235040	Santa Fe Doodlebug LC2.0	359.99
2235050	Union Pacific Doodlebug LC2.0	359.99
2235060	Pennsylvania Doodlebug LC2.0	359.99
2235070	Maryland & PRR Doodlebug LC2.0	359.99
2235080	Hallow's Eve Doodlebug LC2.0	359.99
2235090	North Pole Central Doodlebug LC2.0	359.99

LIONEL 'TMCC' DIESELS

14500	Kansas City Southern F-3 'AA'	495.00
14512	ELECTRO-MOTIVE F-3 ABA'S	395.00
14588	Santa Fe Warbonnet F-3 ABA's 'Scale'	695.00
14596	/99 New Haven PA Alco 'ABA' Scale	595.00
18135	New York Central F-3 'AA'	450.00
18140	Milwaukee Road F-3 'AB'	395.00
18160	/38115 New York Central FT ABA's	495.00
18238	Conrail SD70Mac	275.00
18252	Amtrak Dash-9 'Scale'	295.00
18254	Santa Fe Dash-9 'Scale' (red/silver)	295.00
18286	Union Pacific Dash9-44CW 'Scale'	325.00
18314	Pennsylvania Green 5-Stripe GG-1	295.00
18319	New Haven EP-5 Electric	295.00
18322	Lackawanna (Maroon Top) Trainmaster	395.00
18343	Pennsylvania Black GG-1	495.00
18351	New York Central Scale S-1 Electric	395.00
18562	Southern Pacific GP-9	195.00
18563	New York Central GP-9	195.00
18564	Canadian Pacific GP-9	225.00
18582	Seaboard NW-2 (blue & orange)	350.00
18588	Delaware & Hudson C-420	325.00
18598	New York Central RS-11 (Scale)	325.00
18872	Wabash GP-7 3pcs Set	395.00
18892	PWC Burlington GP-7	225.00
18961	/49 Erie PA Alco 'AB'	450.00
24507	Milwaukee Road E6 'AA' Scale	650.00
24520	/21/22 Alaska F-3 ABBA's 'Scale'	995.00
28509	Florida East Coast GP-7 3pcs Set	395.00
28523	Soo Line SD40-2 (Scale)	375.00
28817	Reading GP-30 (Scale)	325.00
38103	Texas Special F-3 A-unit	375.00
38188	PWC Southern F-3 ABA's	495.00
38197	Southern Pacific F-3 ABA's Black Widow	595.00
1935080	**Southern Pacific TMCC Trackmobile**	**224.95**
2135080	**BNSF Ballast Tamper**	**159.95**
2135100	**Conrail Ballast Tamper**	**159.95**
2135130	**Southern Pacific Ballast Tamper**	**159.95**

LIONEL CONVENTIONAL DIESELS

8260	Southern Pacific Daylight F3 'AA' (LN)	375.00
8659	Virginian Rectifier	125.00
8687	Jersey Central 'Miss Liberty' FM	245.00
8753	Pennsylvania Tuscan GG-1	295.00
8850	Penn Central GG-1	295.00
8950	Virginian FM (blue/yellow)	225.00
8951	Southern Pacific Black Widow FM	250.00
18107	Denver & Rio Grande PA Alco 'ABA's w/RS	495.00
18119	Union Pacific Alco 'AA' (Sealed)	245.00
18163	New York Central FT 'AA' w/SignalSnds	245.00
18301	Southern FM w/horn	195.00
18311	Disney EP-5 Electric w/horn	195.00
18551	Susquehanna RS-3 w/case	175.00
18552	Duluth Missible SD-18 w/case	175.00
18554	Gulf,Mobile & Ohio RS-3 w/case	175.00
18841	Western Maryland GP-20	145.00
28508	New Haven C-420 w/SignalSnds (Scale)	195.00

LIONEL STANDARD 'O' DIESELS

18205	Union Pacific Dash 8-40B	195.00
18211	Susquehanna Dash 8-40B	175.00
18219	C&NW Dash-8 w/Railsounds	195.00
18221	Denver Rio Grande SD-50 w/TMCC	295.00
18222	Denver Rio Grande SD-50 w/Horn	225.00
18226	General Electric Dash-9 w/TMCC	250.00
18228	Southern Pacific Dash-9 w/TMCC	250.00

LIONEL NON-POWERED DIESELS

14584	Wabash F-3 A-unit (PWC)	149.95
14586	Delaware & Hudson PB-1 Alco 'Scale'	145.00
18122	SF F-3 B-Unit w/Railsound (Blue/Yellow)	195.00
18938	U.S. Navy NW-2 Calf Unit	74.95
18965	Santa Fe PB-1 w/Railsounds	195.00
18966	New York Central PB-1 w/Railsounds	225.00
24573	PWC Santa Fe F-3 B-unit #2383C	149.95
34545	Rio Grande F-3 LEGACY B-unit (PWC)	225.00
34546	Southern F-3 LEGACY B-unit (PWC)	225.00
38116	Baltimore & Ohio FT B-unit	125.00
1933562	**Long Island FA Power Cab Car #609**	**299.95**
1933564	**Long Island FA Power Cab Car #610**	**299.95**
2033193	**EMD SD70M-2 #76 (Scale)**	**259.95**
2033203	**Florida East Coast SD70M-2 #106 (Scale)**	**289.95**
2033559	**SVTX ES44ACe #1986 (Scale)**	**299.95**

LIONEL 21" PASSENGER CARS

82590/95/82889	Amtrak 7-Car Set	1095.00
83120/25/28	CSX 7-Car Set	1095.00
83618	Empire State Express Observation Car	119.95
84230	**Norfolk Southern Theater Vista Car**	**184.95**
85330	**New York Central Baggage Car 2pk.**	**199.95**
1927020	Santa Fe Passenger Car 2pk. #1	299.95
1927200	Norfolk Southern Excursion 4-pack	545.00
1927220	**NS Private Car 2pk. (FEC Coach,NP Dome)**	**224.95**
1927230	Norfolk South. Excursion Full Vista Dome	289.95
1927360	**Long Island Coach 4-pack**	**449.95**
1927600	Norfolk Southern 21" Coach 2pk.	284.95
2027130	Alaska Railroad Pass. Car 2-pack	349.95
2027180	Northern Southern Executive 4-pack	599.95
2027280	**AutoTrain Vista Vision Dome Car**	**219.95**
2027300	**N&W Vista Vision Dome Car**	**249.95**
2027310	**Southern Vista Vision Dome Car**	**269.95**
2027490	**Penn-ATSF 21" Pullman 2-pack**	**219.95**
2027600	**Penn-Frisco 21" Pullman 2-pack**	**219.95**
2027610	**South Pacific Cities Vista Vision Dome**	**249.95**
2027640	**South. Pacific Daylight Vista Vision Dome**	**249.95**
2027670	**Southern Pacific Lark Vista Vision Dome**	**249.95**
2027770	**Milwaukee Road Vista Vision Dome Car**	**249.95**
2027680	Great Northern Vista Vision Dome Car	284.95
2127020	**Santa Fe Wi-Fi Theater Car**	**249.95**
2127030	**BNSF Wi-Fi Theater Car**	**249.95**
2127050	**KCS Wi-Fi Theater Car**	**249.95**
2127070	**Southern Pacific Wi-Fi Theater Car**	**249.95**
2127100	Rio Grande Ski Train Power Car	264.95
2227220	Rocket Train Rider Car "Hialeah"	159.95
2227350	CSX Business Train Office Car 4-pack	649.95
2227520	Santa Fe Vision Horse Car	264.95
2227530	Canadian Pacific Vision Horse Car	264.95
2227540	Louisville & Nashville Vision Horse Car	264.95

LIONEL HEAVYWEIGHT CARS

15526/42/45	Santa Fe "The Chief" 18" 7-Cars	795.00
15542	Santa Fe "The Chief" 2-Car Set	199.95
15564	Long Island 18" 3-Car Set	299.95
15588	/93/96 Southern 18" 7-Cars	795.00
19079	NYC 2-Tone Gray 18" 4-Car Set	295.00
19087	C&O 18" Heavyweight 4-Car Set	295.00
25507	Southern Pacific Daylight 18" 2pk.	249.95
85227	**Great Northern 18" Oriental Ltd 2pk. #1**	**199.95**
85230	**Great Northern 18" Oriental Ltd. 2pk. #2**	**199.95**
85233	**Great Northern 18" Oriental Ltd. 2pk. #3**	**199.95**
85336	**New York Central 18" Mail Train HW 2pk.**	**234.95**
85351	**Milw. Columbian 18" 2pk. B**	**159.95**
1927110	Southern Pacific 18" Coach 2pk. #1	299.95
1927352	**Polar Express 60' RPO Car-black roof**	**109.95**
1927242	**Norfolk & Western Baggage Car #110**	**124.95**
1927243	**Norfolk & Western Baggage Car #114**	**124.95**
1927252	**Penn Central B60 Baggage Car #7551**	**124.95**
1927330	**Santa Fe 60' RPO Car #65**	**124.95**
1927510	**Missouri Pacific Sunshine Special 2pk #1**	**239.95**
1927520	**Missouri Pacific Sunshine Special 2pk #2**	**239.95**
1927570	**Defense Special 18" 2-pack B**	**249.95**
2027110	**Santa Fe Shadowline 18" 2-cars**	**239.95**
2027330	**Friendship Train 18" Sleeper 2pk**	**239.95**
2027610	**S.P. Daylight 18" StationSound Diner**	**249.95**
2127200	**Penn Central B60 Baggage Car #7705**	**124.95**
2127210	**Penn Central B60 Baggage car #7630**	**124.95**
2127250	Pullman Pool Service (Gray) 2pk.	299.95
2127490	**GM&O 18" Passenger 2-pack 'A'**	**229.95**

LIONEL PASSENGER CAR/SETS

15584	Acela 3-Car Addons	695.00
19015	to 18 Lionel Lines Madison 4-Car Set	325.00
19017	Madison 'Manhattan' Coach Car	75.00
19109	Southern Pacific Madison Baggage	95.00
19074	Legends of Madison 4-Car Set	295.00
19096	Legends of Madison 2-Car Addons	175.00
19109	to 13,28,38 Santa Fe 15" Alum. 7-Cars	695.00
19140	N&W 15" Alum. Combo (smooth)	75.00
19141	N&W 15" Alum. Diner (smooth)	75.00
19143	N&W 15" Alum. Coach (smooth)	75.00
19183	Great Northern 15" Alum. Full Dome 2pk	195.00
25408	Santa Fe 18" Aluminum 2-Car Set	299.95
25416	S.P. Daylight 18" Aluminum 2-Car Set	299.95
27917	B&O Budd Dummy Baggage Car	49.95
29129	Texas Special 15" Alum. 4-Car Set	595.00
35413	PWC Lionel Lines 15" Alum. 2-Car Set	225.00
39028	Lionel Lines Archive Madison 3-Car Set	195.00
39118	Texas Spec. 15" Alum StationSound Diner	195.00
39119	Southern 15" Alum. 4-Car Set	325.00
39141	Rock Island 15" Alum. 4-Car Set	395.00
39163	Erie-Lacka. 15" Alum. Combo/Coach 2pk.	195.00
39166	Texas Special 15" Alum. 2pk Addons	295.00
39182	Western Pacific 15" Alum. 2-Car Addons	249.95
52xxx	TCA 15" Aluminum 9-Car Set	495.00
2027023	**Disconnet NYC Diner Car**	**29.95**
2027024	**Disconnet NYC Sleeper Car**	**29.95**
2027021	**Disconnet NYC Baggage Car**	**29.95**
2027041	**Disconnet Rio Grande Baggage Car**	**29.95**
2027061	**Disconnet Southern Pacific Baggage Car**	**29.95**
2027063	**Disconnet Southern Pacific Diner Car**	**29.95**
2027064	**Disconnet Southern Pacific Sleeper Car**	**29.95**

LIONEL OPERATING ACCESSORIES

2315	#497 Coaling Station	125.00
12767	Steam,Clean, & Grind Shop	249.95
12818	Animated Freight Station	45.00
12915	#164 Log Loader	145.00
12948	Silver Bascule Bridge	254.95
14000	#264 Forklift Platform	225.00
14107	#497 Coaling Station(box has fading)	140.00
14105	Aquarium Operating Building	219.95
14167	Operating Lift Bridge	495.00
24107	Missile Firing Range w/Exploding Boxcar	99.95
32904	Hellgate Bridge (Cream/Green)	495.00
32905	Irvington Tinplate Factory	325.00
32921	#97 Electric Coaling Station	169.95
32961	UFO Café	395.00
2229200	Transfer Station	219.95

LIONEL 'TMCC' STEAM LOCOMOTIVES

18056	NYC J1E Hudson w/Vanderbilt Tender	595.00
18064	New York Central Mohawk (sealed)	695.00
18067	Comm.Vanderbilt Weathered Hudson	795.00
28007	NYC Semi-Scale 4-6-4 Hudson	275.00
28011	C&O Articulated Allegheny (Scale)	895.00
28052	Norfolk & Western Class A Articulated	795.00
28057	Southern 4-8-2 Mountain (Scale)	595.00
28059	Western Pacific 4-8-2 Moutain (Scale)	595.00
28064	JLC Series U.P. Black Challenger-Scale	1095.00
28076	Nickel Plate Road 2-6-6-2 Mallet	695.00
28078	Pennsylvania 2-10-4 J-1a (Scale)	995.00
38012	Wheeling & Lake Erie 2-6-6-2 Mallet	695.00
38015	Last US Made' NYC #773 Hudson	995.00
38026	Norfolk & Western J #606 (Scale)	895.00
38052	Pere Marquette Berkshire #1225 (Scale)	995.00
38053	New York Central L-2a Mohawk (Scale)	895.00
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5484	TCA 4-6-4 Hudson w/6 Passenger Cars	395.00
8002	U.P. Berkshire w/6 Freights (FARR#2)	395.00
8006	ACL 'Silver Shadow' 4-6-4 w/case-sealed	395.00
18000	Pennsylvania B-6 Switcher w/Railsounds	395.00
18005	NYC 700e Hudson (1990)	625.00
52189	Monopoly 4-6-4 Black Hudson w/SS	295.00
58507	LCCA Great Loco Chase General Pair	450.00

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1070	Chessie 'Royal Ltd' Diesel Freight	295.00
1970	Southern Pacific U36B Freight Set	295.00
1971	Reading 'Quaker City' U36B Freight Set	295.00
11704	Southern GP-7 Diesel Freight Set	225.00
11710	C.P. Rail SD-40 St 'O' Freight (sealed)	350.00
11733	W.P. 'Feather River' Freight Set	295.00
11749	Western Maryland GP20 Hopper Set	225.00
11909	N&W J Warhorse Weather Hopper Set	695.00
11918	Conrail GP-20 Merger Frt. Set	250.00
11934	Virginian Rectifier Hopper Set (sealed)	295.00
21753	Fire/Rescue Service Station Set	395.00
21789	Norfolk Southern GP-9 Trailer Car Set	395.00
28272	I Love USA SD60 w/50 State Cars & B/W	2095.00
31748	Santa Fe U28CG Scale Freight Set-TMCC	595.00

LIONEL TUBULAR R-T-R SETS

11839	SP&S Hooker Tank Car Set (sealed)	295.00
11935	Little League Baseball 4-4-2 Steam Frt.	195.00
31910	Soo Line GP-9 Trailer Train Set	350.00
31934	20th Century Steam Lionel Boxcar Set	199.95

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19953	Lionel Corporation 6464-97	25.00
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29281	Post-Merger LV/CNJ Overstamp 2pk.	59.95
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29287	Penn Central/New Haven Overstamped	34.95
29291	Santa Fe 6464-700	44.95
39236	Western Pacific 6464-250	44.95
39253	Archive 3-pack (D&M,NS, & L&N)	99.95
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52087	TTOS New Mexico Central	25.00

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20-2027-0	Southern Alco PA Non-Pwd. B-unit	115.00
20-2031-0	Santa Fe Warbonnet Alco PA B-unit	165.00
20-2056-3	W.P. F-3 Powered B-unit	175.00
20-2076-1	Frisco FM H10-44 w/ProtoSound I	175.00
20-2126	Boston & Maine F-3 ABA's w/Proto I	425.00
20-2151-3	Santa Fe Warbonnet F3 Non-Pwd 'B'	150.00
20-2177-3	Southern F-3 Non-Pwd B-unit	125.00
20-2198-3	Reading F-3 Non-Pwd B-unit	125.00
20-2199-3	Southern Pacific Daylight F-3 B-unit	125.00
20-2403-1	Union Pacific GP-60M w/Proto 2.0	295.00
20-2469-1	Wisconsin Central SD40-2 w/Proto 2.0	325.00
20-2892-3	Burlington E-8 Non-Pwd B-unit	145.00
20-3256-1	B&M 4-6-2 P47 Pacific w/P2.0 (used)	695.00
20-3302-1	S.P. GS-4 Daylight #4432 w/Proto 2.0	945.00
20-3303-1	S.P. GS-4 Daylight #4449 w/Proto 2.0	945.00
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20-20466-1	Long Island 44-Ton Diesel w/Proto 3.0	450.00
20-21246-3	NYC Alco PA Non-Pwd. B-unit	149.95
20-80001	DAP CP F3 ABA's w/6 Alum. Cars (sealed)	695.00
20-80002E	PRR GG-1 Congressional Set w/Proto 2.0	495.00

MTH RAILKING ENGINES

30-1131-0	Nabisco GS-4 w/whistle	225.00
30-2394-1	B.N. SW-1500 w/Proto 2.0 (used)	195.00
30-2503	Phila. Septa Electric Street Car	79.95
30-2524-1	NJ Transit PCC Street car w/Proto 2.0	199.95
30-20346-3	PRR E-8 Non-Pwd. B-unit	120.00
30-20829-1	P.P.L. SW-1500 Diesel w/Proto 3.0	299.95
30-20945-1	CP Military Green SD70ACe w/P-3.0	359.95
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Modern era notes

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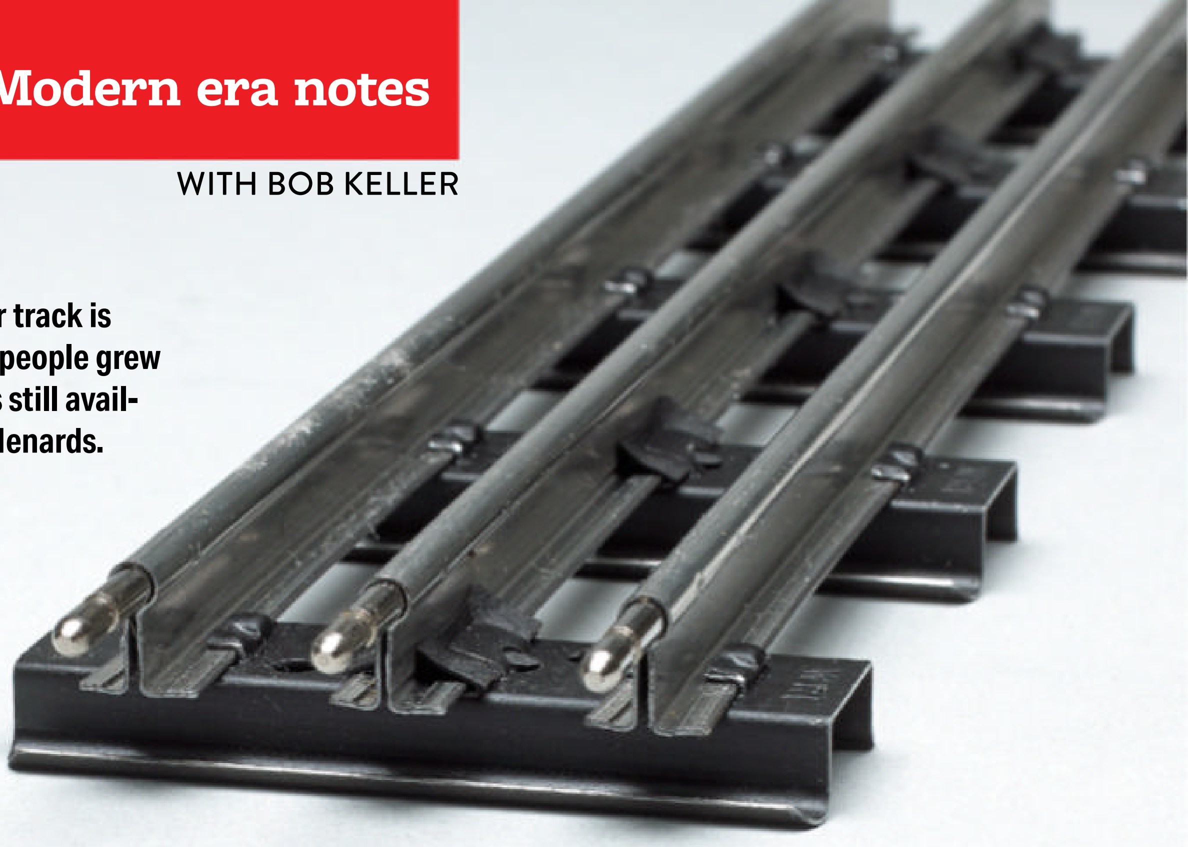


This tubular track is what many people grew up with. It's still available from Menards.

Track choices

Options for traditional and modern layouts

■ **EVERY WINTER, FOLKS BREAK OUT "THE OLD TRAIN SETS."** In some cases, this may be for the first time in decades! Then they decide to visit a hobby shop, where they may not see anything resembling the track that came with their childhood set.

What to do?

This happens throughout the year, but the pre-holiday period is your best chance to see it occur in your local store.

There's an amazing array of competing O gauge track types. Some look pretty nifty, more modern than the stuff you bought in 1960! Accordingly, the prices can enter the "holy cow!" range when you consider a track conversion.

These comments are based on my own experience over the past 30 years (and several different track systems).

Type 1: Traditional tinplate track

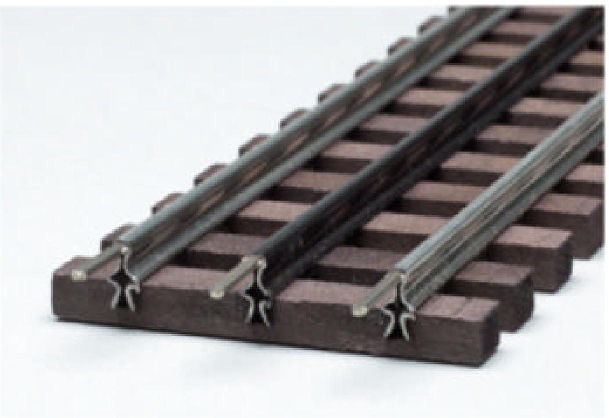
Traditional tubular track is terrific. It has a long lifespan and evokes the right toy-like or vintage appearance. Better yet, if it is tightly secured to a tabletop, it has virtually perfect electrical continuity.

There are probably several metric tons of new track in the marketplace, so you can find plenty of good used track at shows and some hobby shops. Menards, I believe, is the only firm currently making traditional track. See their availability at Menards.com/trains.

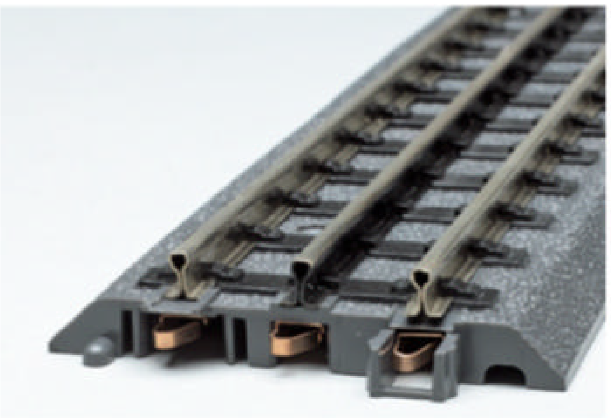
Type 2: Tinplate flextrack

For decades, GarGraves track, also tubular, has been the recognized upgrade for more realism. The addition of wood ties (and more of them) makes a world of difference and offers a far more prototypical appearance.

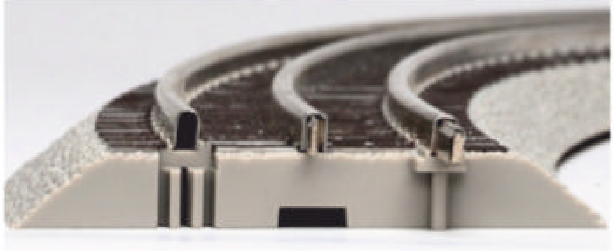
GarGraves track is available in sectional rigid or flexible styles. The slender pins at the end fit the slots very well and offer solid electrical continuity. The cost does rise, but this can be offset by an upgrade in your layout's "look." See GarGraves.com for the full line of its fixed and bendable track.



GarGraves track features wood ties.



MTH RealTrax rail has a squarish profile.



Lionel FasTrack has big connector pins.

Type 3: Plastic-base track

Rigid, integral plastic roadbed track brands are chiefly Lionel's FasTrack and MTH's RealTrax.

I've listed this type because the primary visual feature is the raised base simulating ballast. The roadbed of both brands offers a basic realism and evenly spaced ties.

Both track systems perform best when permanently secured to your railroad. Connecting and disconnecting either brand, such as for a Christmas or temporary display, will eventually result in the electrical connections becoming less reliable. This, in turn, will lead to the need to add feeder lines or jumper wires – or buy replacement pieces.

The cost of the track does start to become a serious factor with these styles. I recently replaced my RealTrax and Atlas O track with FasTrack, and it was done in small batch of purchases (don't get me talking about switches).

Type 4: Solid Rail

Atlas O three-rail track may be the most realistic in the toy train marketplace. It's based on the heavier rail once used on high-density Pennsylvania RR lines.

It has outstanding appearance – the tie spacing reminds me of a highly maintained prototype railway like the Union Pacific in Nebraska.

Atlas O track is easy to install. A feature I love about the switches is, even unpowered, they yield to a train running against them if open – no derailment.

The major problem I've encountered with this track involved electrical connectivity over time. Even though I had firmly screwed down the sections, dead spots did pop up over the 10 years I used it, causing me to have to add feeder lines.

Your skill set is probably greater than mine. Still, when I began to eye replacing the RealTrax, the Atlas O quickly followed.

All of this is just food for thought. Realism versus nostalgia, cost, and the type of layout you want are factors in your track choice. Look before you leap! CTT

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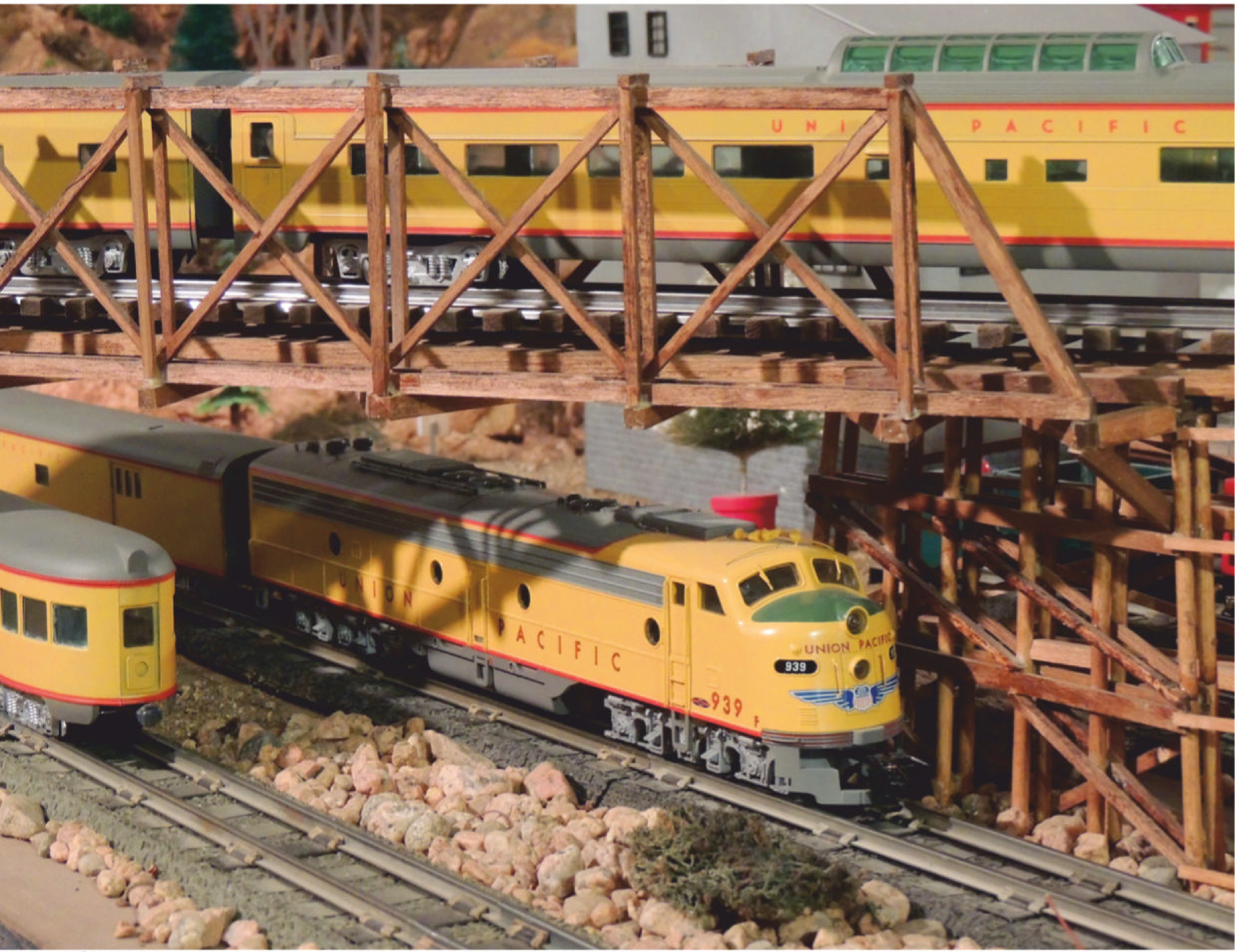


↑ **GREG HURD'S S GAUGE LAYOUT**

Modeling the famous Union Pacific RR in S gauge has been somewhat of a preoccupation for Greg Hurd since he received an American Flyer No. 20325 Union Pacific Diesel Freight set back in 1957. Ever since then, the Armour Yellow and Harbor Mist Gray used on the railroad's locomotives and rolling stock have captivated him. No surprise, therefore, that Greg's Glacier Gorge RR hosts plenty of UP cab units, road diesels, and streamlined passenger trains from the Gilbert and Lionel rosters. Look for more pictures of his huge layout in Englewood, Colo., in future issues of *Classic Toy Trains.*

WANT TO CONTRIBUTE?

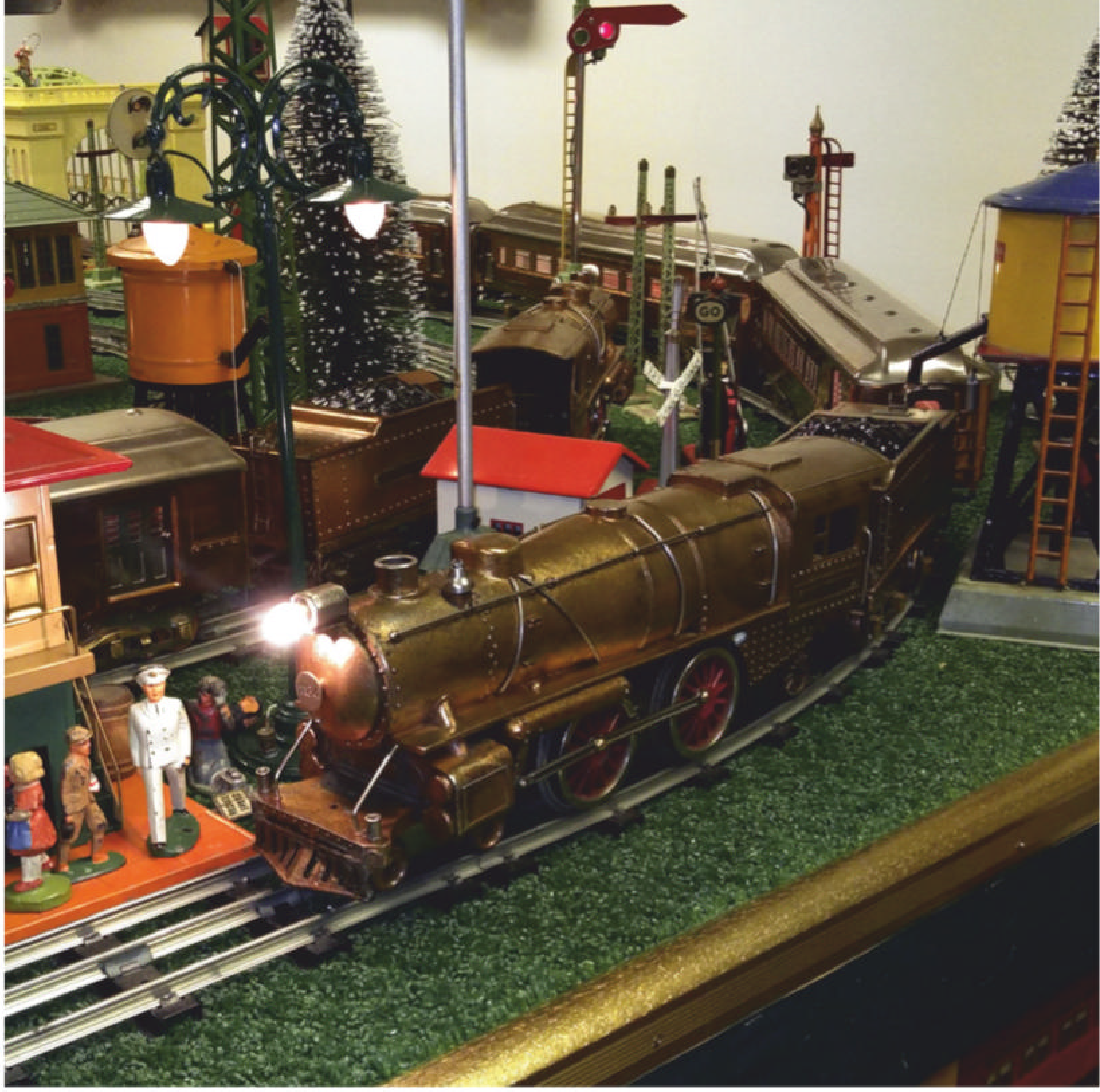
Please send your best pictures to CTT Photo Album, 21027 Crossroads Circle, Waukesha, WI 53187-1612 or email them to photoalbum@ClassicToyTrains.com. Digital photos must be taken with the camera set at the largest possible file size. Include your name, address, and daytime telephone number; a description of each image, including the gauge and make of the train; and the name of the photographer or layout owner if he or she is someone other than you. If your photograph is published, we will pay you $50 as long as we have not previously bought the photo.
For more on photo specs, please go to **trains.com/ctt/magazine/contributor-guidelines/**

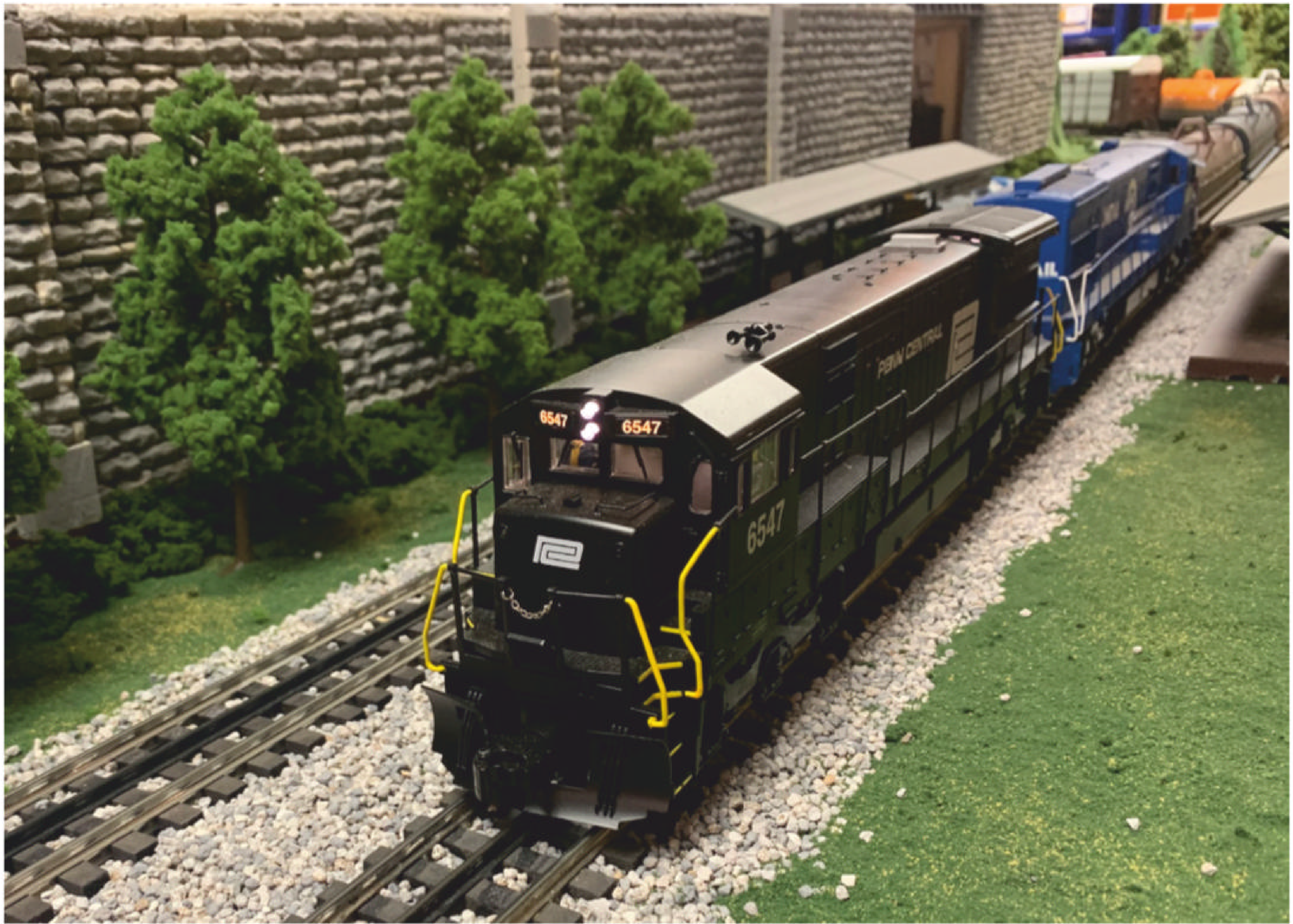
→ DAVE CORBETT'S WIDE GAUGE LAYOUT

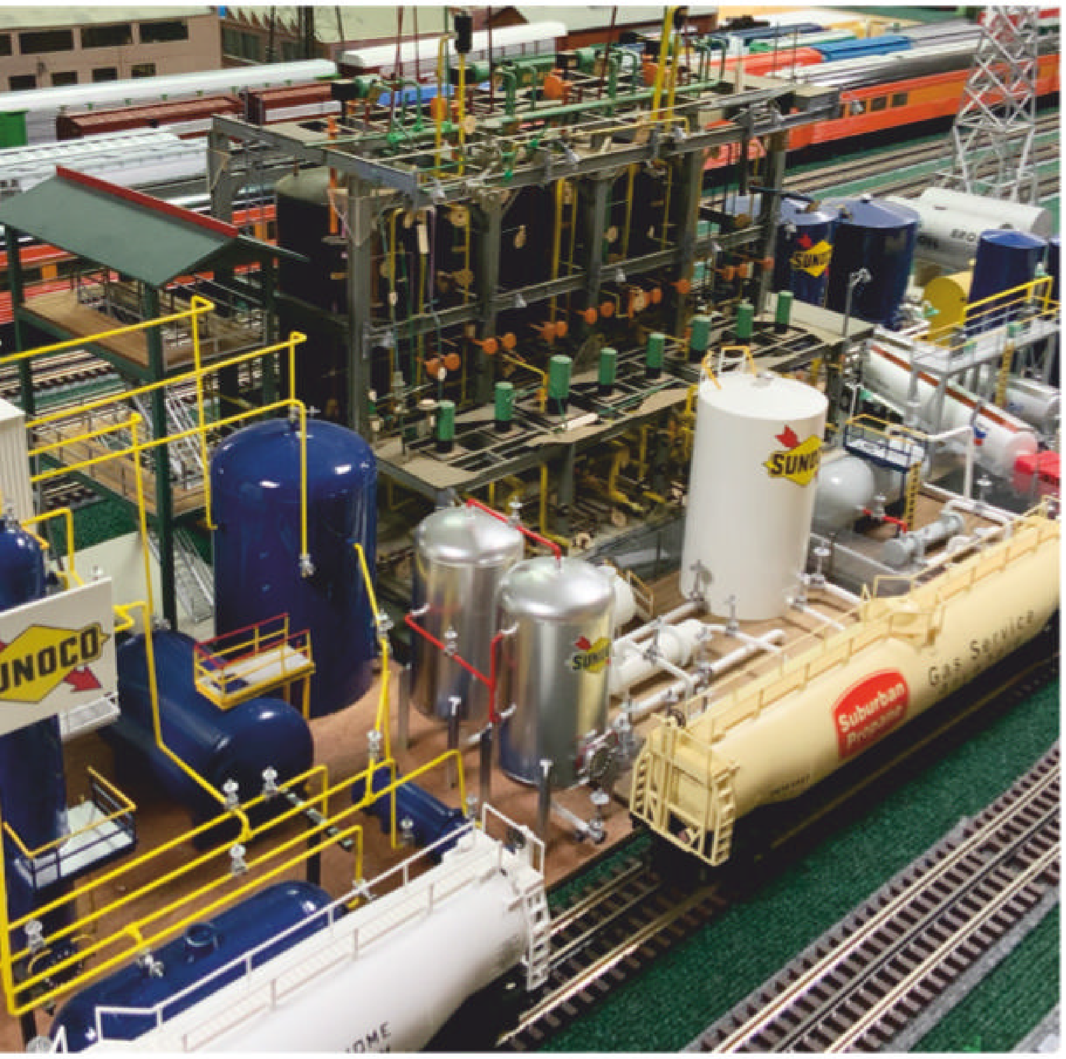
Can you believe that almost 14 years have passed since *Classic Toy Trains* profiled prewar enthusiast Dave Corbett in the October 2009 issue? He never quit adding details to his 12 x 28-foot Wide Gauge layout in Burlington, Wis., while expanding his collection. Dave hosts classic engines and rolling stock belonging to friends, as when Doug Prendeville brought over this Ives No. 1000R Prosperity Special set from 1929, led by a No. 1134R engine and tender.

↓ WESLEY MARTZ'S O GAUGE MODEL RAILROAD

How many of you ever saw a Penn Central diesel in action? The line, formed when the Pennsylvania RR merged with the New York Central in 1967, endured problems from the start. But the Penn Central looks like a success story in this photo, which Wesley Martz snapped on his layout in Greensburg, Pa. Leading the way is a Lionel No. 84292 General Electric U33C from 2018. Wesley coupled it to a road unit decked out in Conrail blue, as if to remind viewers of how brief was the existence of the PC before it was subsumed by the rail system formed by the federal government in 1976.





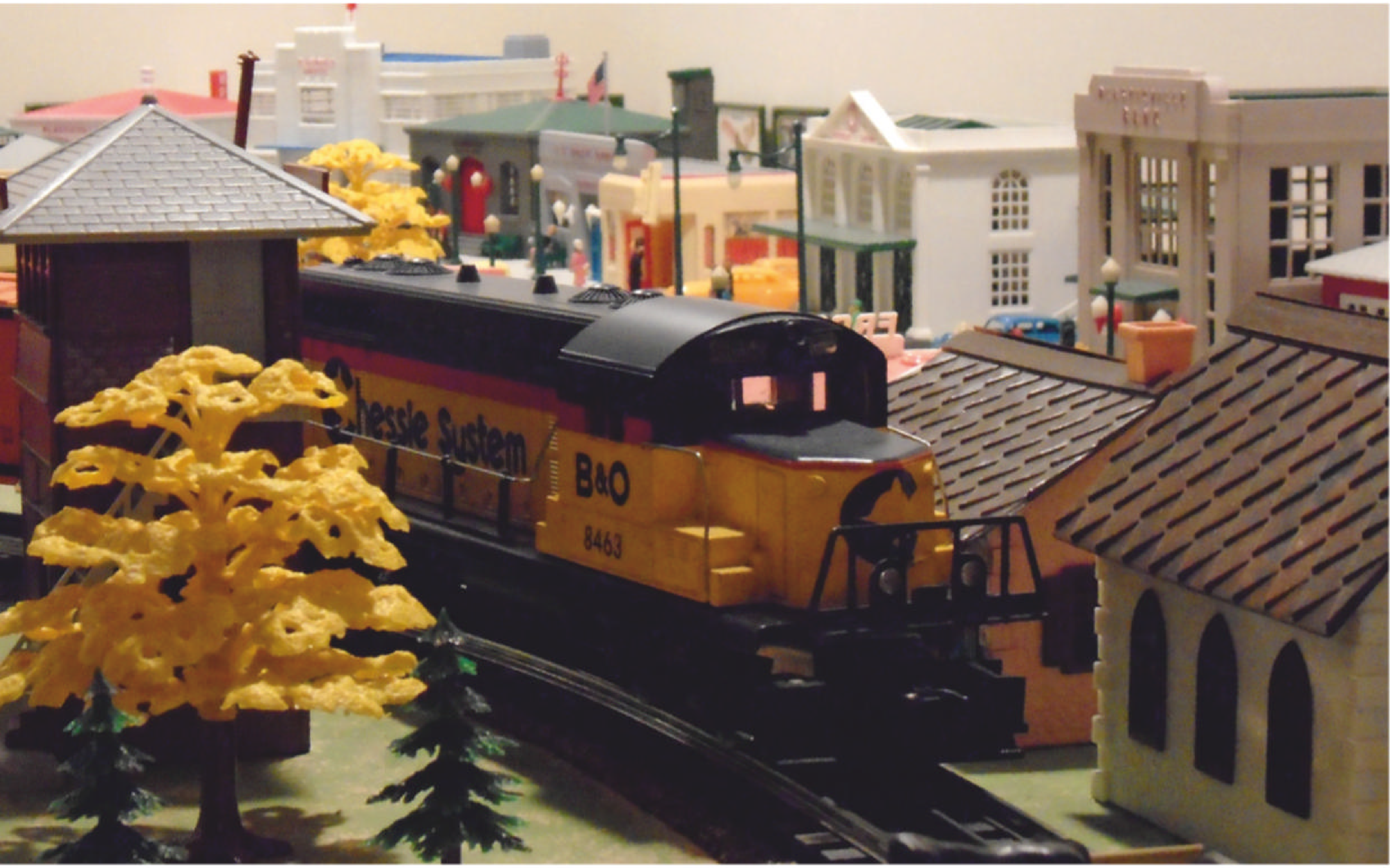


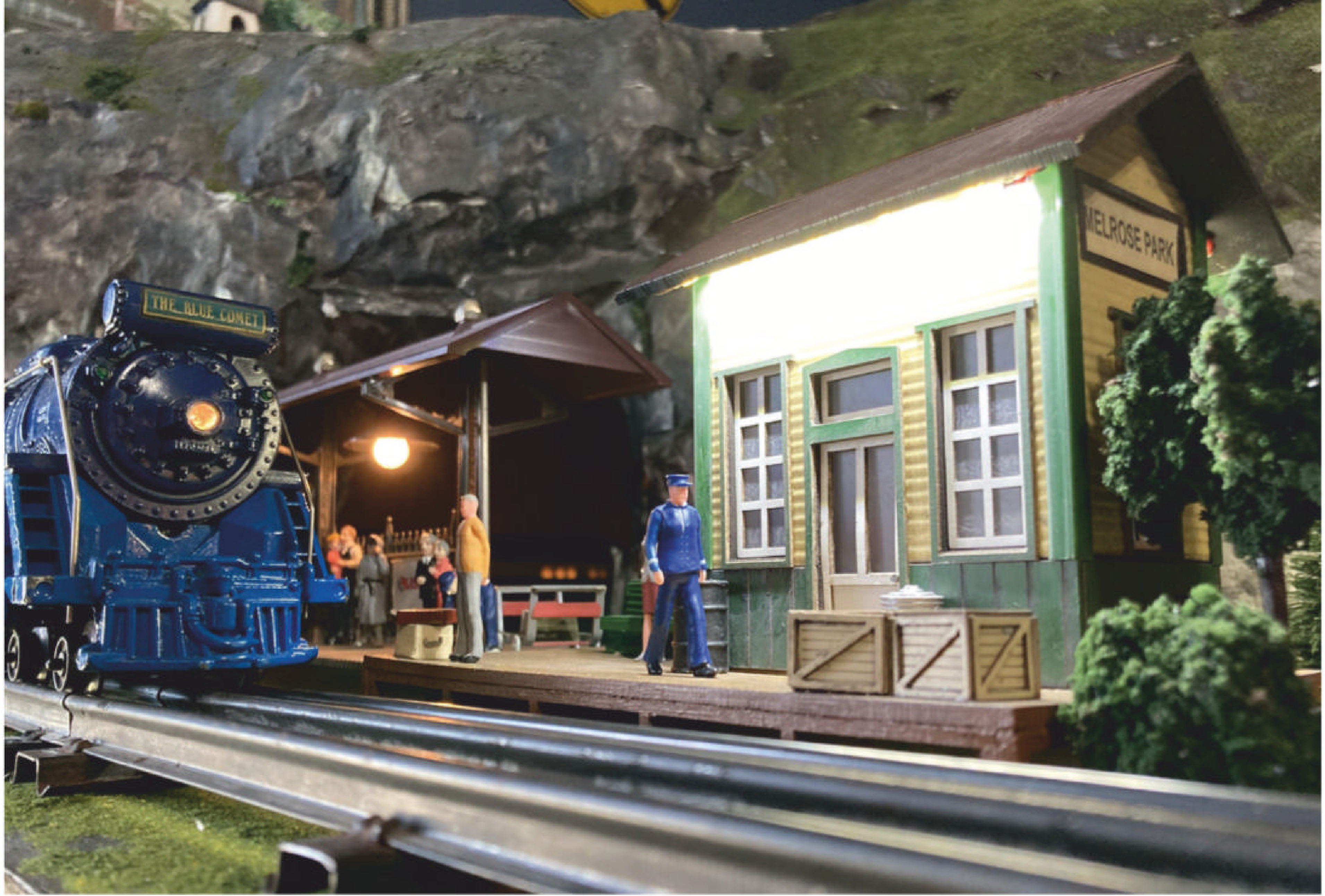
← JERRY GREENE'S O GAUGE LAYOUT

What part of the collecting side of the toy train hobby has Jerry Greene not dominated? Prewar and postwar Lionel trains yielded to an extraordinary accumulation of European sets, stations, and more from the late 19th and early 20th centuries. After Jerry donated or sold it all, he felt the urge to give contemporary O gauge modeling a shot. Here is an eye-catching scene on his current layout in St. Davids, Pa. Different industries – here, a massive and impressive petroleum refinery – are served by Lionel and MTH locomotives and freight cars.

↓ TOM AND NANCY BEADLE'S O GAUGE MODEL RAILROAD

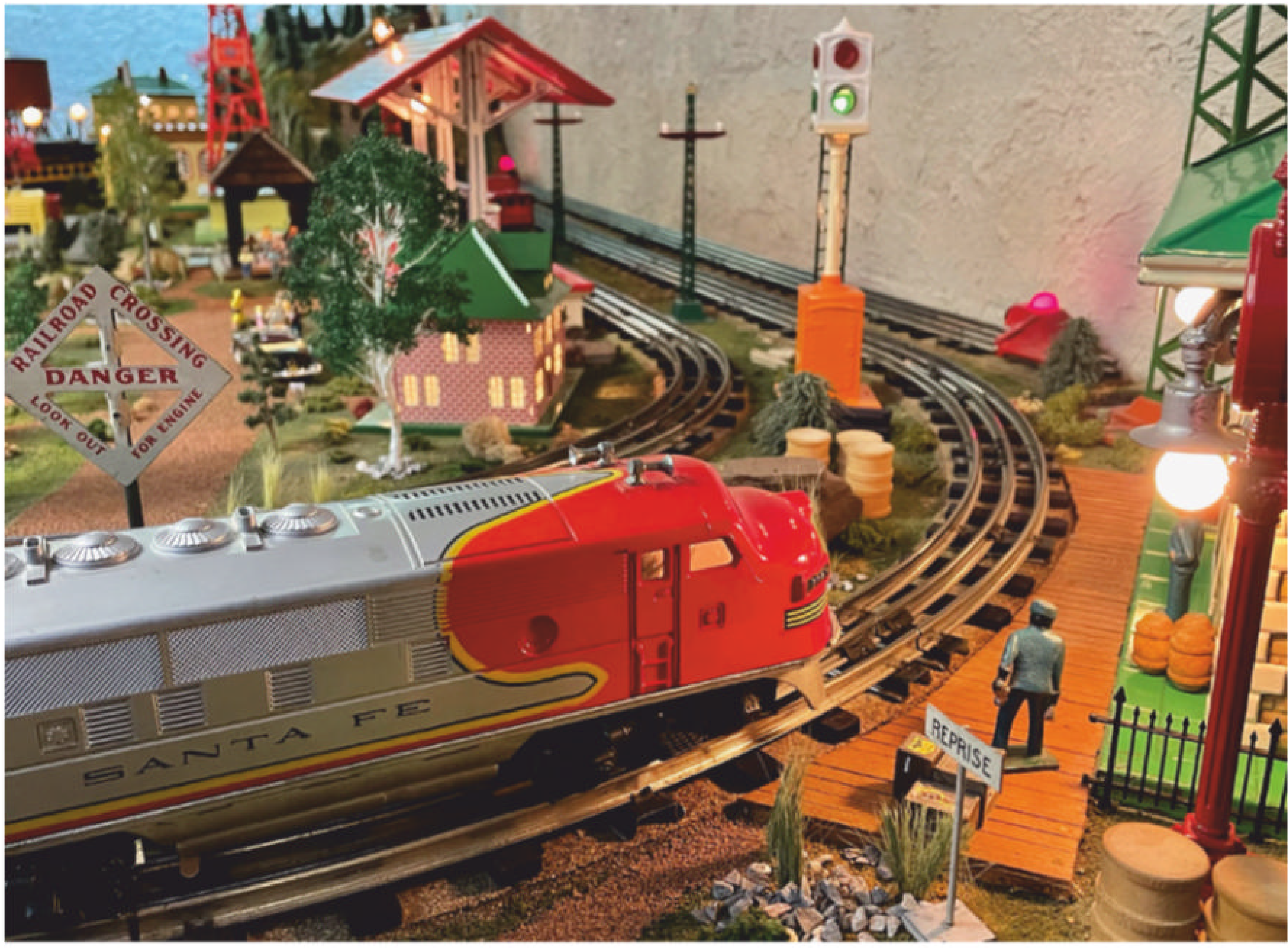
Throughout their marriage, Tom Beadle and his late wife, Nancy, enjoyed O gauge railroading. From simple Christmas displays, they moved on to planning and constructing the three-rail empire spread over almost 600 square feet that will soon be showcased in *Classic Toy Trains*. Lionel trains, including this No. 8463 Chessie System GP20 road diesel released in 1974, rule the motive power roost in New Hope, Pa. They travel over GarGraves track amid towns made up of structures from the postwar and modern Plasticville U.S.A. line. Many other manufacturers are also represented there.





↑ **SAMUEL JENNINGS' O GAUGE LAYOUT**
Hours passed on a quiet afternoon in March as travelers waited and waited for the Central RR of New Jersey's *Blue Comet* heavyweight passenger train to arrive. Then the sun set on the O gauge layout built by Samuel Jennings in Markleville, Ind. Finally, right after the lights went on in the little station in Melrose Park, the handsome steam engine leading the Lionel train from 1978 braked to a halt. No explanations or excuses were offered, and none really were needed. Folks were just happy to board the train on their journey.

→ **JOHN HOFFMANN'S O GAUGE LAYOUT**
Not many of us ever get tired of admiring Lionel Santa Fe F3s decked out in the warm and winning red, yellow, and silver warbonnet paint scheme. This scene on John Hoffmann's O gauge railroad proves the point. He's opted for a No. 2383 A unit from later in the postwar era and coupled behind a matching B unit to pull streamlined passenger cars past a few of his prized postwar accessories. Also on his home layout in Oregon, Ohio, are some MTH reproductions of other classics.



News & products

WITH THE CTT STAFF

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18156
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BEER BOXCAR. This 40-foot plug-door boxcar is part of the Atlas O Trainman series. The ready-to-run model is decorated for Schlitz, National Bohemian, Old Style, Pabst Blue Ribbon, Rainer, and Schaefer Beer. The boxcar has an injection-molded plastic body; separate, factory-applied ladders, brake wheel, and see-through plastic running board; sprung, die-cast metal Barber S-2 solid-bearing trucks with metal wheelsets; and metal knuckle couplers. The O gauge boxcar is priced at **$69.95** and can be found at your favorite Atlas O retailer.

ONE NATION
UNDER GOD
1954
Knights of Columbus

FLAG DAY CAR. On Flag Day, June 14, 2023, the Knights of Columbus Monsignor Sherman Council will release its "One Nation Under God" boxcar. It's the eighth in a series of traditional O gauge cars manufactured by Lionel for the K of C. Each boxcar is **$90**, which includes shipping. Proceeds benefit K of C-designated charities. To preorder, send a check or money order to **K of C 5103, 79-03 Myrtle Ave., Glendale, NY 11385**, or online at **www.kofc5103.org**

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WHEELING AND DEALING. Fury Motors (item No. 2759025; **$149.99**) is the latest O scale structure from Menards. This car dealership is offering classic 1950s Dodge vehicles for sale. The model has a 13¼ x 15-inch footprint and comes fully assembled, decorated, and wired for light and the rotation of the rooftop platform. Add-on details include customers and staff, decorative trees, Jack the German shepherd, and multiple vehicles. Lighting requires a 4.5-volt power supply sold separately (Nos. 279-4061/4361, 4062/4362, or 4050). Power may be applied through either a rear tabletop plug-in or from below the building with a pigtail connector. Visit **menards.com/trains** for more information about this and other structures.

A RAILROAD LANDMARK. The Tower 55 Kit from TW TrainWorx (No. TWX-2020; **$247**) is a laser-cut O scale representation of the structure in Fort Worth, Texas. Built by the Texas & Pacific Ry. around 1938 to protect its crossing with the Santa Fe. Signs are included in the kit to identify it as Tower 55; they can be left off if desired to model another location. To order visit **twtrainworxstore.com**

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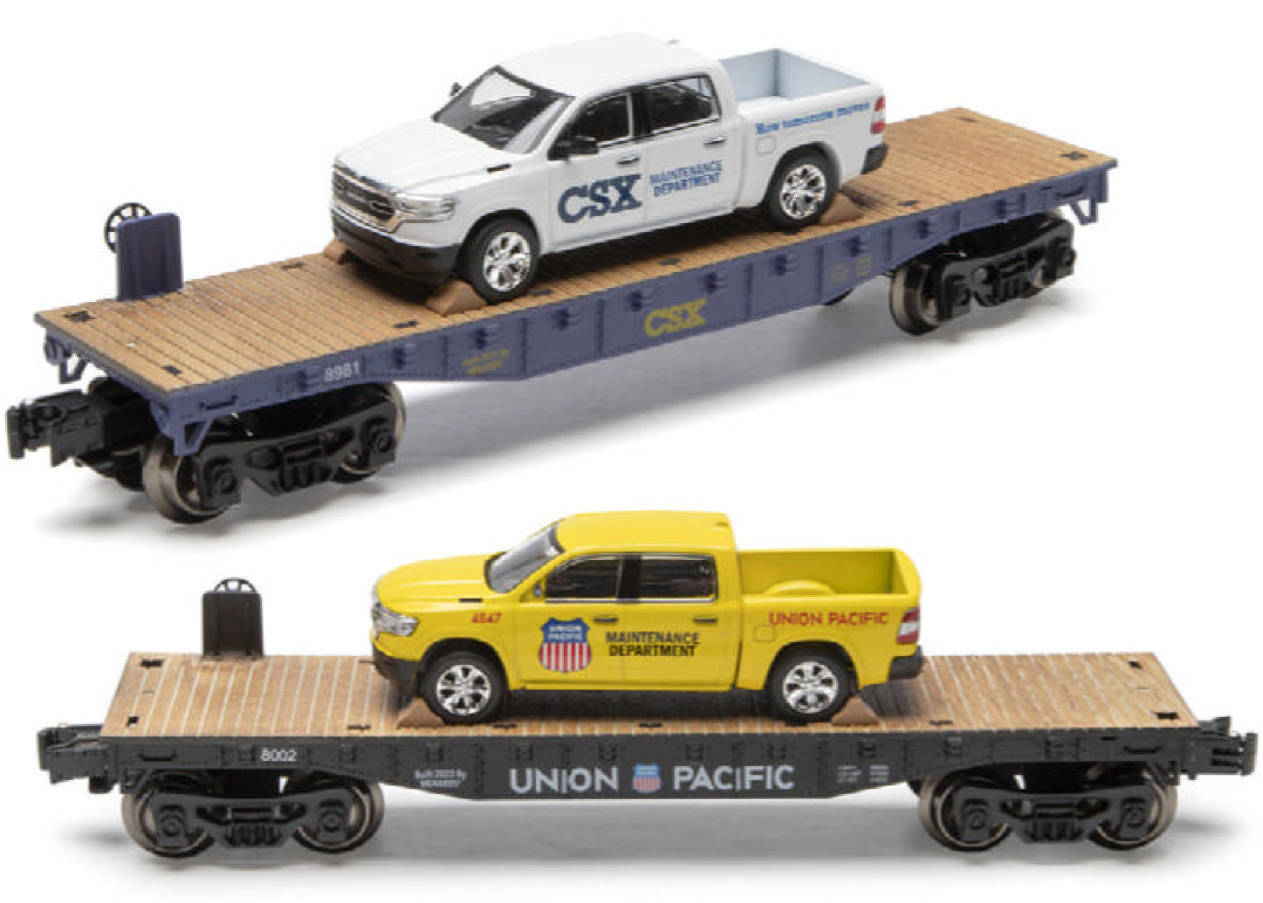
WANT TO SUBMIT A PRODUCT? Send complete ordering information and a large, hi-res photo file to hmiller@kalmbach.com or on a CD by mail to Hal Miller, Classic Toy Trains magazine, P.O. Box 1612, Waukesha, WI 53187-1612.



PACKING 'EM IN. Dealer packs of four 10½" O gauge flatcars carry officially licensed 1:48 scale die-cast Dodge trucks lettered for railroads Union Pacific and CSX (No. 2799390). Sets contain two flatcars and two trucks for each company. The flatcars feature hand-painted decks with a realistic wood-grain appearance. Each car is uniquely numbered. The set is **$84.96**; visit **Menards.com/trains**

NEWS

ATLAS O RELEASES FALL 2022 PREMIER CATALOG

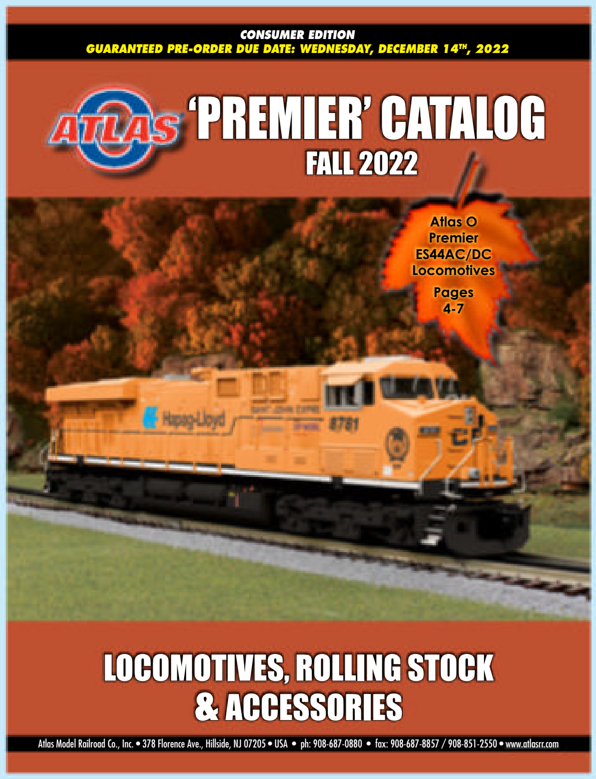
ATLAS MODEL RAILROAD CO. announced its next round of O gauge products in the *Atlas O Fall 2022 Premier Catalog*. The 36-page PDF, released late last fall, includes five models new to the Atlas O line, freight cars and intermodal containers in new paint schemes and road numbers, as well as layout accessories, track, and structures.

New additions to the Atlas O line include General Electric ES44AC and ES44DC diesel locomotives; a four-bay hopper with exterior posts; a 75-foot, four-truck depressed-center flatcar with a generator load; a 20,000-gallon, four-compartment tank car; and a Northeast steel caboose.

New paint schemes and road numbers are being offered on the Gunderson Maxi-IV three-unit articulated well car, 40-foot steel refrigerator car, Pullman-Standard 40-foot Hy-Cube boxcar, and 53-foot intermodal container.

Among the other items listed in the catalog are traffic signals, single- and double-track pedestrian crosswalks, and assorted pieces of code 215 track with brown ties and nickel-silver rail.

To view the *Atlas O Fall 2022 Premier Catalog*, visit the manufacturer's website at **shop.atlasrr.com**



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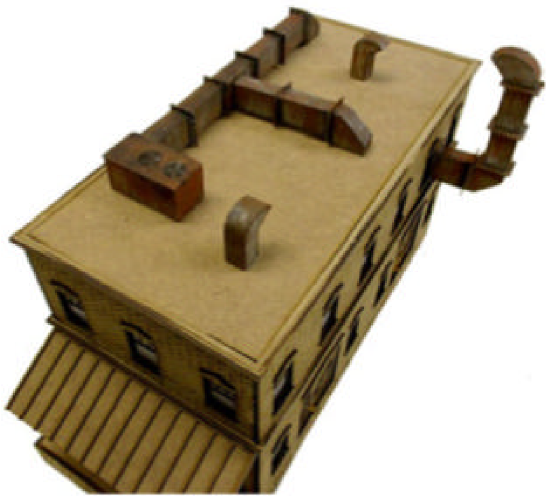
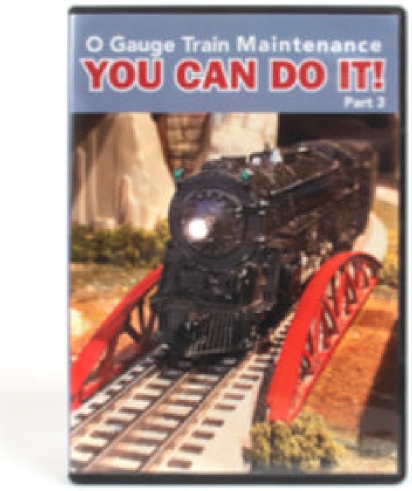


STAYING ON TOP. TW TrainWorx has Rooftop Pieces kit to add detail to O scale buildings. Kit No. 1 (shown, TWX-2178) features two air-conditioning units and trunk lines (plenums) for ducting to several points on a rooftop. There are also side-entrance trunk lines to extend the lines down the side of buildings. Kit No. 2 (TWX-2182) features a double HVAC unit with multiple plenums and curved returns (vs. the angular returns in Kit 1). Plus there is an exhaust stack that can be mounted to the side of any building. Both have laser-cut parts and laminated construction. Price is **$45.97** each; visit **twtrainworxstore.com**



THIRD IN A SERIES. The crew at TM Books & Video is back with *You Can Do It: O Gauge Train Maintenance, Part 3*. In the 60-minute DVD, you can learn how to do common ground wiring, watch Joe Stachler create a Lionel No. 703 with a lamp-smoke generator, enjoy multiple segments with expert technician Bob Phillips, and visit the Hesston (Ind.) Steam Museum to see a replica of the Tom Thumb locomotive. The DVD is priced at **$14.99** plus shipping and handling. To order, visit **tmbv.com** or call **219-879-2822**.

From KalmbachHobbyStore.com

The following special publications are in stock at the Kalmbach Hobby Store. All are available in print and digital formats. The digital editions are powered by Zinio and are compatible with PC, Macintosh, Android via Google Play app, iOS via AppStore, and Win8 devices.

MAGAZINE HAULER. Share your enthusiasm for *Classic Toy Trains* with this 1:48-proportion delivery truck. The highly detailed model, perfect for any display from the 1950s to the present day, features colorful graphics on the side and rolls freely on simulated rubber tires. The exclusive model is priced at **$12.95**.

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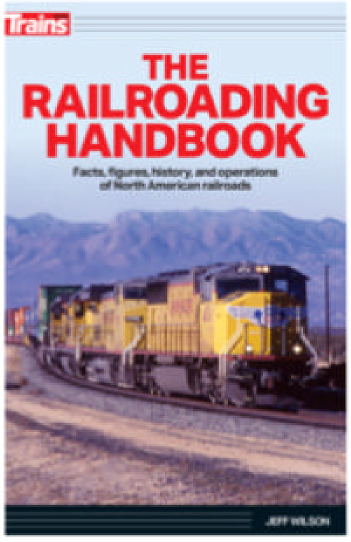
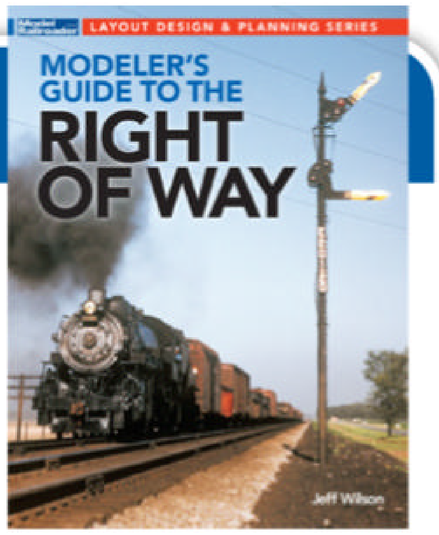
A MUST-HAVE GUIDE. Get your questions about railroads answered in *The Railroading Handbook* by Jeff Wilson. Inside the 352-page book (**$27.99**) you'll learn common statistics, such as mileage, weight limits, and tonnage hauled; a brief history of railroad routes and mergers; explanations of railroad operations, including dispatching; descriptions of various railroad jobs and how they've evolved; and much more. The book, item No. 01318, uses easy-to-understand terms supported with loads of photographs and useful illustrations.


Trains

THE RAILROADING HANDBOOK

Facts, figures, history, and operations of North American railroads

JEFF WILSON


LAYOUT DESIGN & PLANNING SERIES

MODELER'S GUIDE TO THE RIGHT OF WAY

Jeff Wilson

TRACKSIDE DETAILS. Take a deep dive into the equipment and practices that get railroads across the landscape in the *Modeler's Guide to the Right of Way* by Jeff Wilson. The 112-page book (item No. 12840) includes information on track and roadbed, grade-crossing and trackside details, and much more. The book (**$21.99**) also provides tips on how to incorporate the details that keep prototype railroads running into your model railroad.

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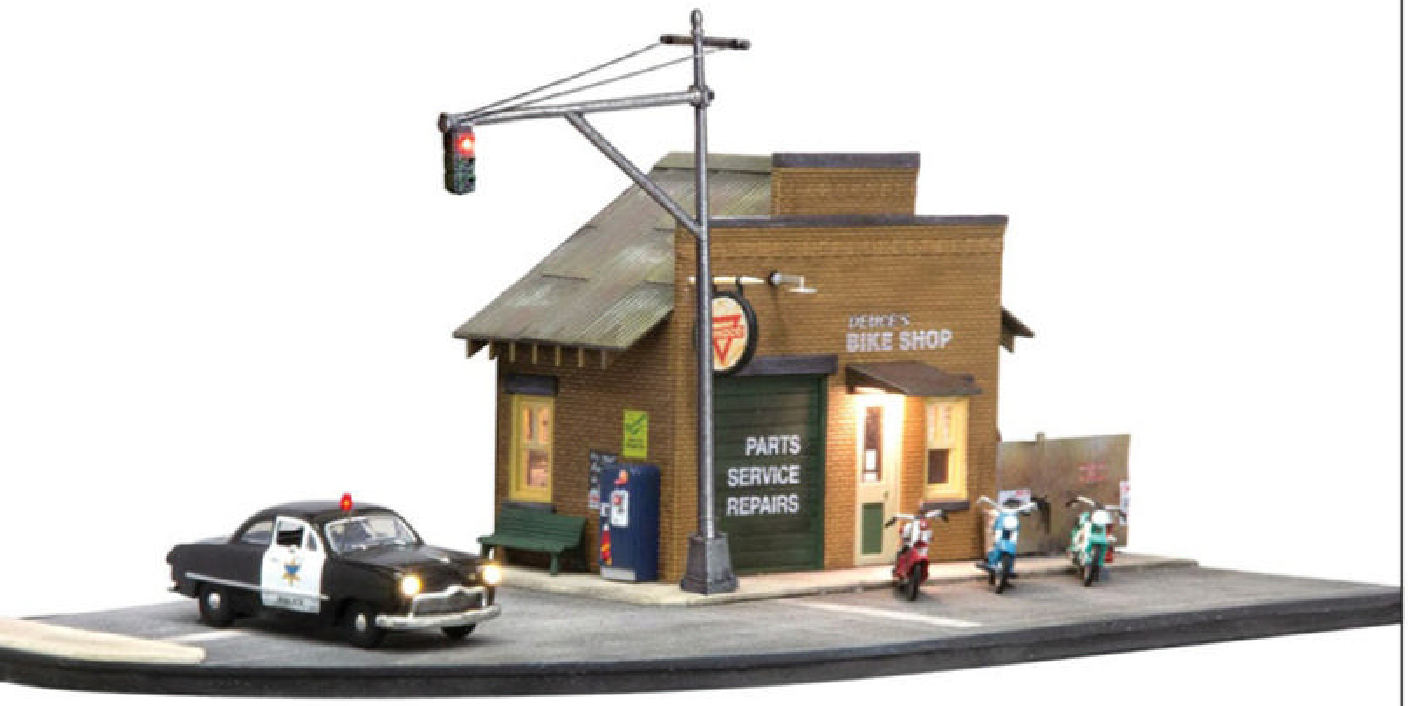
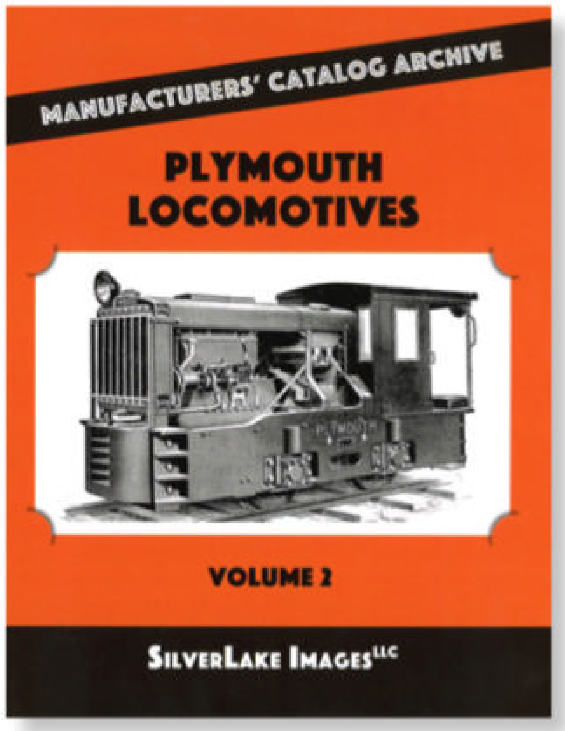


GET CONTROL OF TRAFFIC. Woodland Scenics' O scale Mast Arm Traffic Lights (No. JP5666) hang over one lane of an intersection. The traffic lights are pre-wired and made for use with the company's Just Plug lighting system. Stop lights like this are commonly used on suburban or small-town roads. The units, priced at **$49.99**, are single-faced and includes two red and two green lights per package, enough for one four-way intersection. They're hand-painted, authentically weathered, and ready to place. Visit **woodlandscenics.com**



THE STORY CONTINUES. *Plymouth Locomotives, Volume 2* features reproductions of several Plymouth Locomotive Works bulletins. Among the topics covered in this 142-page softcover book from SilverLake Images LLC are models ML and WL internal-combustion locomotives, assorted gasoline and diesel locomotives, Model DE 25- and 50-ton locomotives, and the Flexomotive heavy-duty direct-drive diesel. Book 40 in the Manufacturers' Archive Series is priced at **$35** and is available from Ron's Books (**914-967-7541** or **ronsbooks.com**).

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION
(Required by 39 U.S.C. 3685)

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	Average # copies each issue during preceding 12 months	Actual # copies of single issue published nearest to filing
A. Total no. copies printed (net press run)	31,385	29,243
B. Paid circulation:		
1. Paid/requested outside county mail subscriptions	22,902	21,559
2. Paid/requested inside county mail subscriptions	0	0
3. Street vendors and counter sales	1,846	1,582
4. Other classes mailed through USPS	0	0
C. Total paid circulation (sum of 15B (1 through 4))	24,749	23,141
D. Free distribution by mail and outside		
1. Outside county	0	0
2. In county	0	0
3. Other classes through USPS	300	299
4. Outside the mail	0	0
E. Total free distribution (sum of 15d)	300	299
F. Total distribution (sum of 15c and 15e)	25,048	23,440
G. Copies not distributed	6,336	5,803
H. Total (sum of 15f and 15g)	31,384	29,243
I. Percent paid and/or Requested circulation	98.80%	98.72%
16. Electronic copy circulation		
a. Paid electronic copies	494	510
b. Total paid print copies + Paid electronic copies	25,242	23,651
c. Total print distribution + Paid electronic copies	25,542	23,950
d. Percent paid (both print and electronic copies)	98.83%	98.75%

17. Publication of Statement of Ownership will be in the Mar.-Apr. 2023 issue.
18. I certify that the statements made by me above are correct and complete.
(signed) Nicole McGuire, Senior Vice President Consumer Marketing

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Lionel's No. 9466 Wanamaker Railway Lines boxcar

Memories of a grand department store

THROUGH MUCH OF THE 20TH CENTURY, every metropolitan area, along with smaller cities across the country, boasted a grand department store in its downtown. Residents, often dressed in their finest, shopped there for appliances and clothes, furniture and jewelry, housewares and linens, and, of course, toys.

Pick the city and a retail giant had built a reputation for providing superb service and outstanding inventory. Folks in Philadelphia proclaimed the greatness of John Wanamaker.

Originating as a clothing store for men in the 1860s, what was called Wanamaker's Grand Depot expanded over the next decade to include items for women plus all kinds of home goods. The department store eventually outgrew its facility (a former Pennsylvania RR station), so in 1910 Wanamaker commissioned a modern, palatial building with almost 2 million square feet.

Wanamaker's earned acclaim for innovations it made in marketing. One of major importance to toy train collectors was the firm's collaborating with the Ives Manufacturing Corp. in 1924 to release special Wide Gauge and O gauge electric trains. The promotional sets had locomotives with paint schemes unlike those in the regular Ives line and passenger cars stamped "Wanamaker Railway Lines."

Reviving memories

Memories of what Ives had done for John Wanamaker Department Store faded, except in the minds of prewar enthusiasts. They cherished the gold-lettering WRL coaches and searched for them.

Among their ranks was the late Nicholas Ladd, a prominent hobbyist who served as president of the Train Collectors Association while employed as a store manager with Wanamaker's in the 1970s and '80s. He recommended that Lionel create an O gauge boxcar with lettering reminiscent of the vintage Ives models.

The idea bore fruit. Lionel finished a boxcar painted purple and decorated with reproductions of the original herald and script from the 1920s. Added was a depiction of the bronze statue of an eagle once on display in the central atrium at the store (it had come from the St. Louis World's Fair). So prominent was the statue that shoppers routinely said, "Meet you at the eagle."

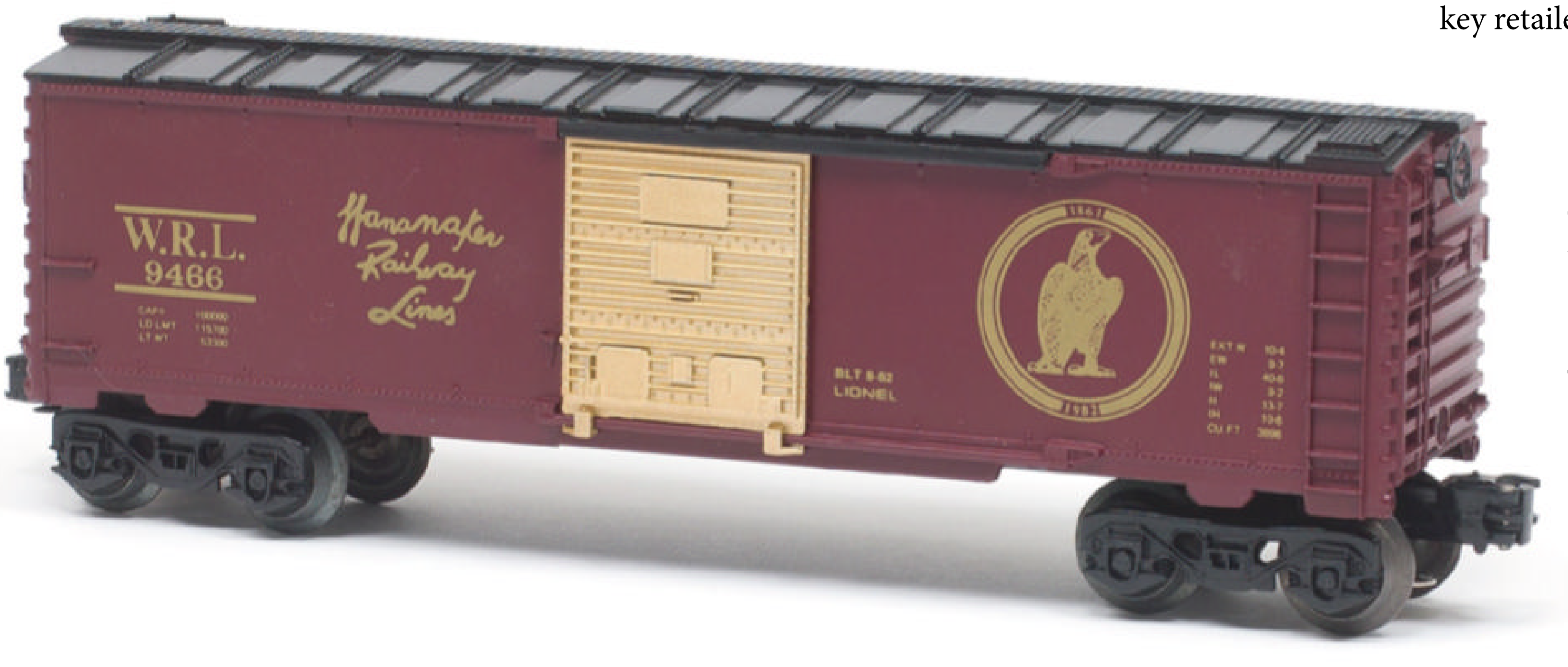
Model Products Corp. (the division of General Foods then making Lionel trains) put out 2,500 of the No. 9466 Wanamaker Railway Lines boxcars, all intended for special customers rather than the public.

As noted in the first volume of *Greenberg's Guide to Lionel Trains, 1970-1991*, "Interested Wanamaker employees bought 1,400 of them, and another 1,000 were sold over the counter at a special train fair held at Wanamaker's Philadelphia store." The remaining 100 boxcars were retained by the store.

Everything about the 9466 Wanamaker Railway Lines boxcar has a regal feel to it. The gold multi-block doors look elegant with the wine scheme used to paint the body shell. The script arranged with the block printing does, too.

How wonderful it was that key people at MPC had the presence of mind to pay tribute to what Ives had achieved nearly 60 years before with a key retailer. – *Roger Carp*

Lionel produced the No. 9466 Wanamaker's Railway Lines boxcar as an uncataloged item in 1982. The 2023 edition of *Greenberg's Pocket Price Guide to Lionel Trains* values this O gauge car at $60 in excellent condition and $70 in mint.



Fans of Lionel trains from the modern era would do well to add a No. 9466 Wanamaker Railway Lines boxcar to their O gauge fleets.

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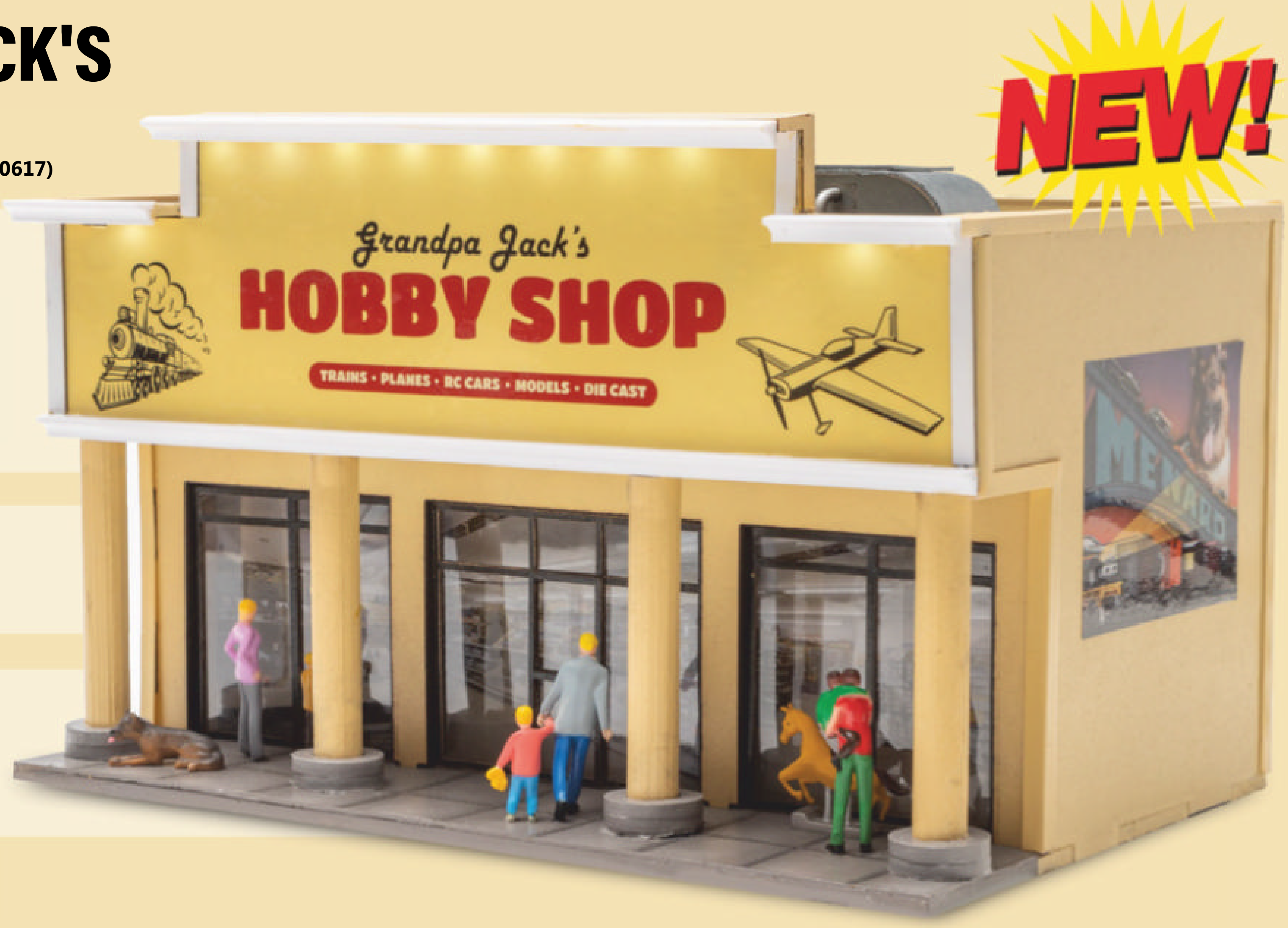
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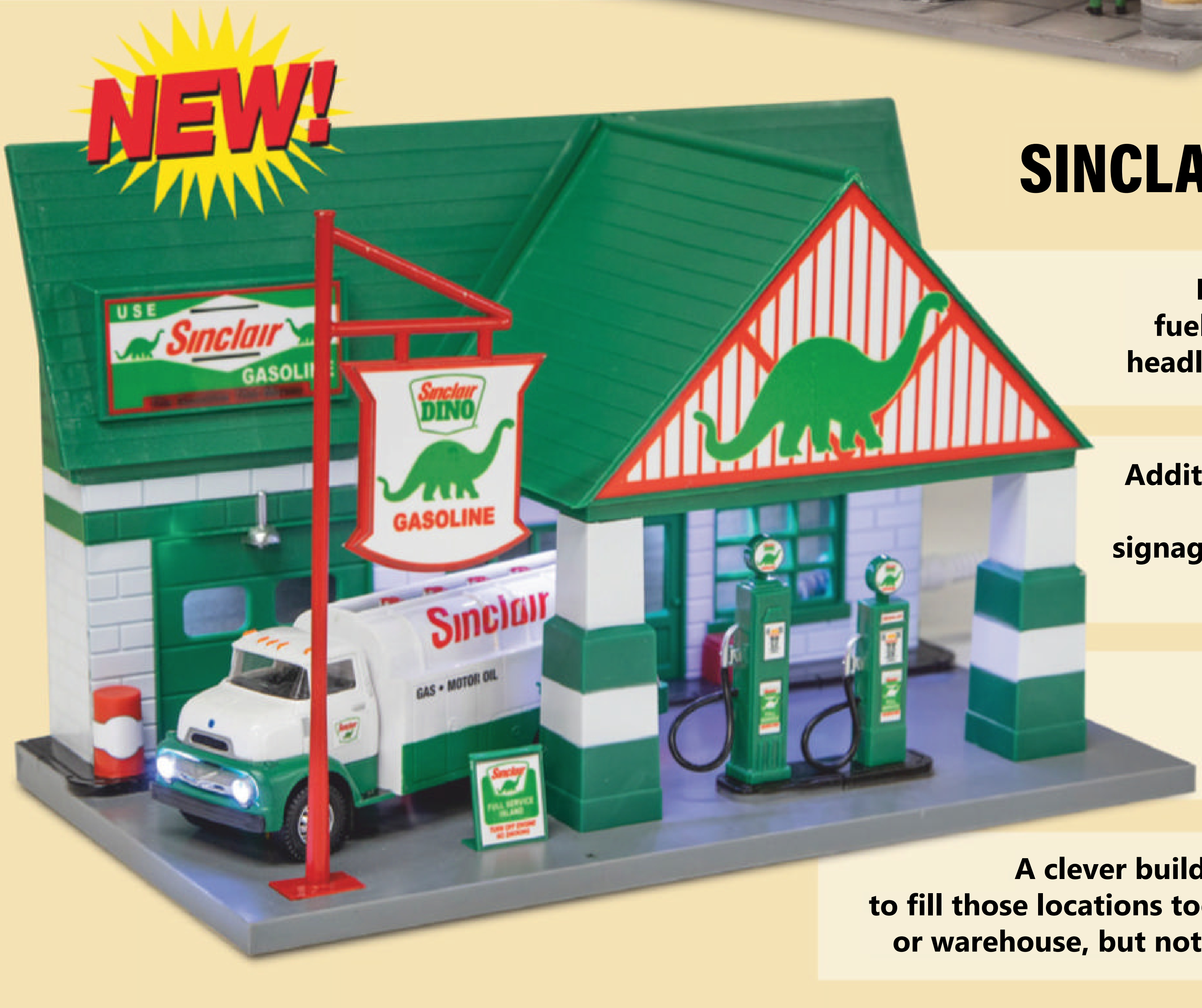
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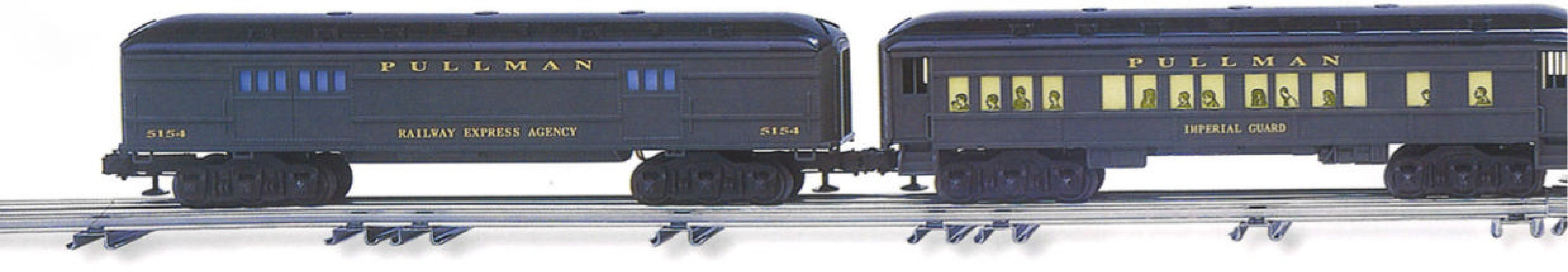
Replacing lights in a Lionel baggage car

How to remove the roof

Q I own the Lionel baggage car that came in the No. 15153 set of "Baby Madison" heavyweight passenger cars cataloged in 2001. I want to remove the roof to replace the light bulbs inside. This is easily done on the coaches by pressing on the windows. But what do I need to do to get the roof off the baggage car? It doesn't have any windows. *–Joseph Murphy, Philadelphia, Pa.*

A On all except the very first versions of the "Baby Madison" cars, the roof and window shell were made as a single part. On the baggage car, the windows may be small, but they are there. Looking carefully in the window openings, you should see protrusions of the window shell visible in at least two of the windows on each side. Push in these tabs while simultaneously lifting the roof up. Once the tabs have cleared, the roof will come off easily. So will the window insert. To replace the roof, you just push it down into place.



Lionel released a four-pack of O gauge heavyweight passenger cars in 2001. Removing the roof on the baggage car to replace the light inside can be tricky.

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Feb 11-12 Indianapolis, IN - Indiana State Fair
Feb 11-12 Wilmington, DE - Chase Center
Feb 11-12 Costa Mesa, CA - OC Fair & Event Center
Feb 18-19 Rochester, NY - Dome Arena
Feb 18-19 Ventura, CA - Ventura County Fair
Mar 4-5 Dayton, OH - Montgomery County Fair
Mar 5 Wheaton, IL - DuPage County Fair
Mar 11-12 Rock Island, IL - QCCA Expo Center
Mar 11-12 Edison, NJ - New Jersey Expo Center
Mar 11-12 Salt Lake City, UT - Utah State Fair Park
Mar 18-19 Des Monies, IA - Iowa Events Center
Mar 18-19 Victorville, CA - SBC Fair
Mar 25-26 Wilmington, MA - Shriners Auditorium

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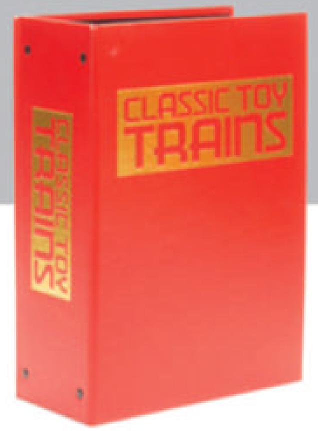

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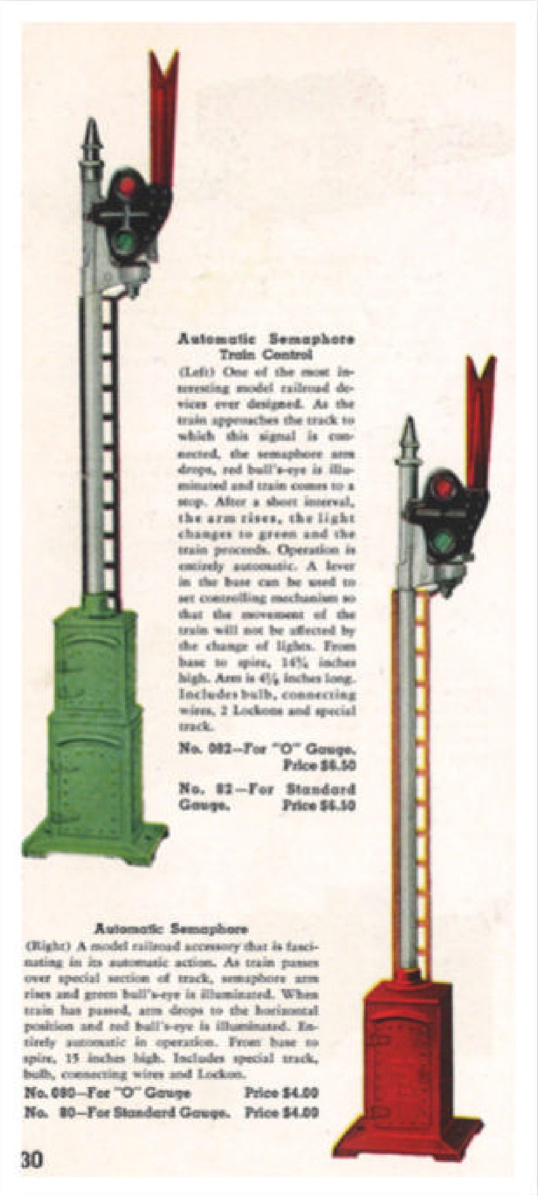
CLASSIC TOY TRAINS

Unknown prewar set

Q I acquired a Lionel prewar set not listed in any of the reference guides. The set box was stamped "141W," but it has a label reading "No. 8040 Freight Train Outfit For 'O-27' Track." The contents consist of a No. 258 2-4-2 steam engine with a No. 1689T non-whistling tender, two No. 1677 red gondolas, a No. 2660 operating work crane car (the box has been reprinted to identify it as a No. 1660), and a No. 1682 red caboose. There are also track sections, a transformer, and an instruction manual. I think this set came out in 1942, but I don't know where it was sold. Can you provide any help? *– John Constible, Vancouver, B.C.*

A Promotional or uncataloged sets are always tricky. Although I can't seem to find the 8040 in my research materials, I do find documentation for sets identified with a four-digit product number starting with "8." Most of them were available from Sears, Roebuck & Co. (Nos. 8042, 8100, 8104, and 8125). Another one I found was offered by American Auto Accessory Stores (No. 8037); and still another was sold by Masbach Hardware Co. in New York City (No. 8046).



Automatic Semaphore Train Control

(Left) One of the most interesting model railroad devices ever designed. As the train approaches the track to which this signal is connected, the semaphore arm drops, red bull's-eye is illuminated and train comes to a stop. After a short interval, the arm rises, the light changes to green and the train proceeds. Operation is entirely automatic. A lever in the base can be used to set controlling mechanism so that the movement of the train will not be affected by the change of lights. From base to spire, 14½ inches high. Arm is 4⅛ inches long. Includes bulb, connecting wires, 2 Lockons and special track.

No. 082—For "O" Gauge. Price $6.50

No. 82—For Standard Gauge. Price $6.50

Automatic Semaphore

(Right) A model railroad accessory that is fascinating in its automatic action. As train passes over special section of track, semaphore arm rises and green bull's-eye is illuminated. When train has passed, arm drops to the horizontal position and red bull's-eye is illuminated. Entirely automatic in operation. From base to spire, 15 inches high. Includes special track, bulb, connecting wires and Lockon.

No. 080—For "O" Gauge. Price $4.00

No. 80—For Standard Gauge. Price $4.00

30

Wiring prewar semaphore

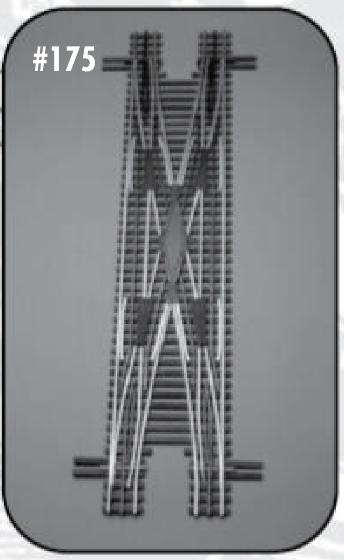
Q I have a Lionel No. 80 semaphore from the pre-World War II era that is in need of new wiring. How would you suggest I hook up this signal to my FasTrack home layout using a Lionel No. 82039 male pigtail power cable? *– Brad Adams, Ottawa, Ont.*

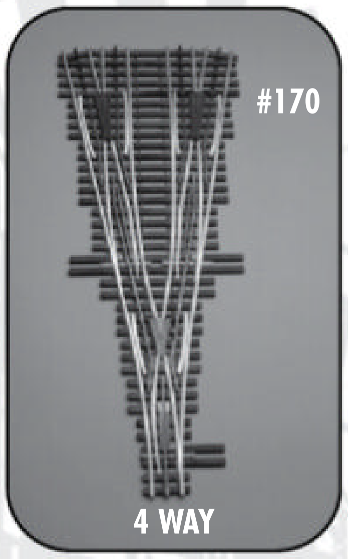
A If you look at the back of the base of your semaphore, you should see three wires coming out it. One goes to the insulated control rail, or the white wire. A second one goes to the hot, or the red wire. And the third goes to the ground, or the black wire. This information should enable you to get your signal working. CTT

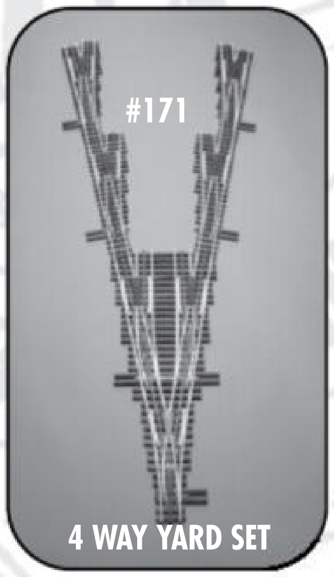
The stately Lionel No. 80 semaphore joined the cataloged line in 1926 and remained there through 1935. It can be made to work on a layout using modern FasTrack pieces.

HAVE A QUESTION?

Write to "Questions & Answers" at *Classic Toy Trains*, P.O. Box 1612, Waukesha, WI 53187-1612, or email us at qsandas@ClassicToyTrains.com and put the words "questions & answers" in the subject line.







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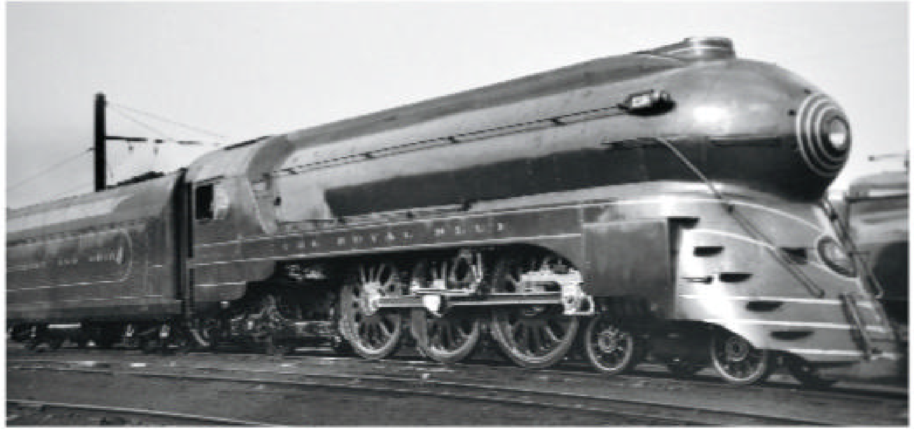

C.T Felstead captured the prototype Baltimore & Ohio Pacific.

"DESIGNED FOR SPEED! Bullet-like torpedo nose makes this 'Royal Blue' a real steamer."

That's the 1950 catalog description of the only Baltimore & Ohio locomotive produced by Gilbert. In terms of pure royalty, elegance, and opulence, no passenger train ever operated could compare to the railroad's *Royal Blue*.

The train had a history dating back to the late 19th century. It was briefly discontinued during World War II, only to return immediately thereafter with an increased vigor as B&O tried to remain competitive with the Pennsylvania RR.

In 1937, top men at the B&O hired famed industrial designer Otto Kuhler to restyle conventional cars and a Baldwin-built P-7 class 4-6-2 Pacific. The latter turned into streamlined steamer No. 5304, the *President Monroe* for the *Royal Blue*.

Noticing the dramatic styling of the train, American Flyer produced its version of the 4-6-2 in 1940 in 3⁄16" O scale. The locomotive was one of six steam engines carried over from World War II, though the other five types came out in 1946.

It took until 1948 for Gilbert to release its version of the sleek No. 350 *Royal Blue* engine, which has long baffled collectors.

Why the wait?

Some believe the locomotive's production was delayed because of modifications that had to be made to the dies, even though that wasn't the case with the carryover engines that came out in 1946.

The *Royal Blue* was the only 3⁄16" locomotive cast in lead instead of zinc. Since the former is softer than the latter, the body shell was manufactured with thicker walls for reinforcement.

After the war, the Gilbert Co. cast the *Royal Blue* in zinc, and the walls had to be thinned. It's speculated the time to modify the dies caused the delay in production.

The 32-page 1948 Gilbert consumer catalog positioned the new *Royal Blue* locomotive and three freight cars (set No. 48T Royal Blue Freight Train) fairly close to the front. The set featured a No. 633

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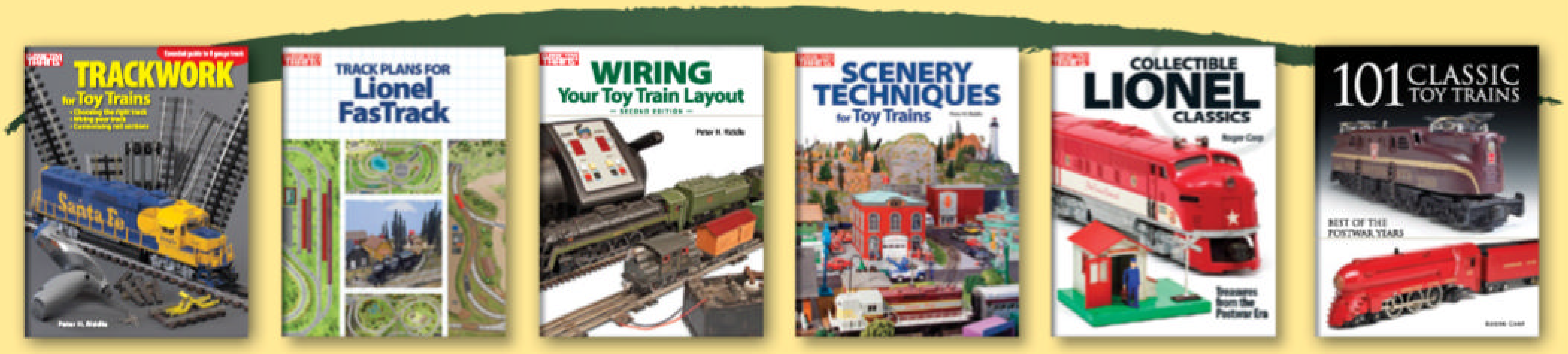
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B&O boxcar, a No. 631 Texas & Pacific gondola, and a No. 630 Reading caboose.

The *Royal Blue* set was competing against 12 other freight and passenger train sets in that cataloged lineup.

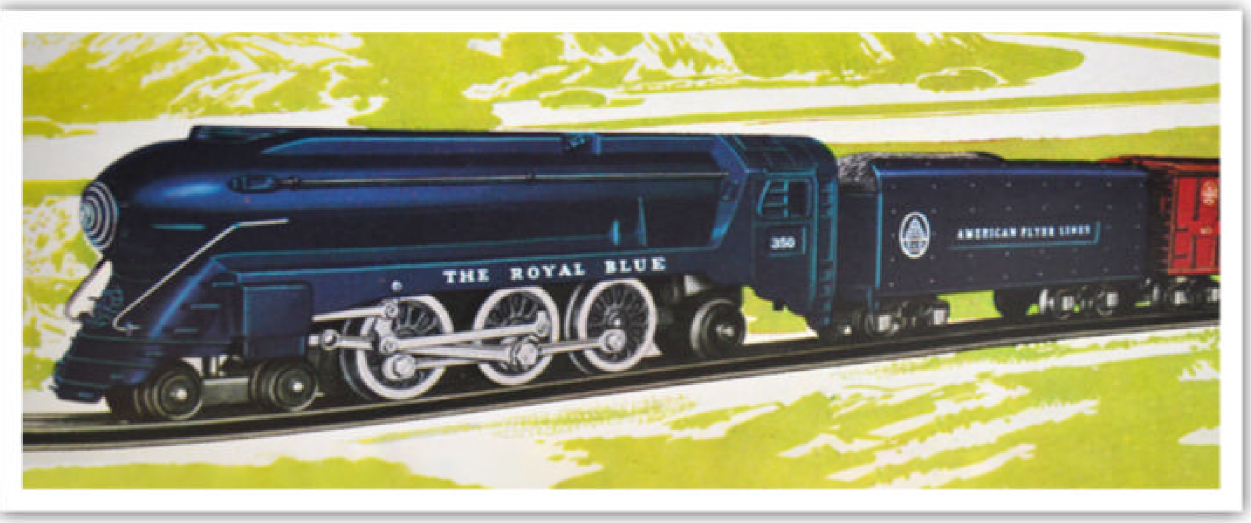
In the details

The chassis that was finally produced was the same as the prewar K-4 Pacific. The boiler was the same as the prewar *Royal Blue*. The 350 lacked smoke and "choo-choo" sound, making it a low-end model.

The engine was assigned the number 350 and featured wire handrails running along the side and down the front to the pilot, just as in the prewar version. "The Royal Blue" was rubber-stamped in white above the drive wheels, and the tender was stamped in white in the indentations.

The 1950 version came with two tender variations: one with "American Flyer" and another with the Royal Blue name. The B&O herald was most often stamped in the front upper corner of the tender; occasionally, it appeared on the rear.

The lettering was bigger and brighter than it had been in 1948, and "Lines" was deleted, reading simply "American Flyer."



C.T Felstead captured the prototype Baltimore & Ohio Pacific.

On a handful of the tenders the words "Royal Blue" replaced the Flyer name. Only the first few tenders made had the B&O herald on them.

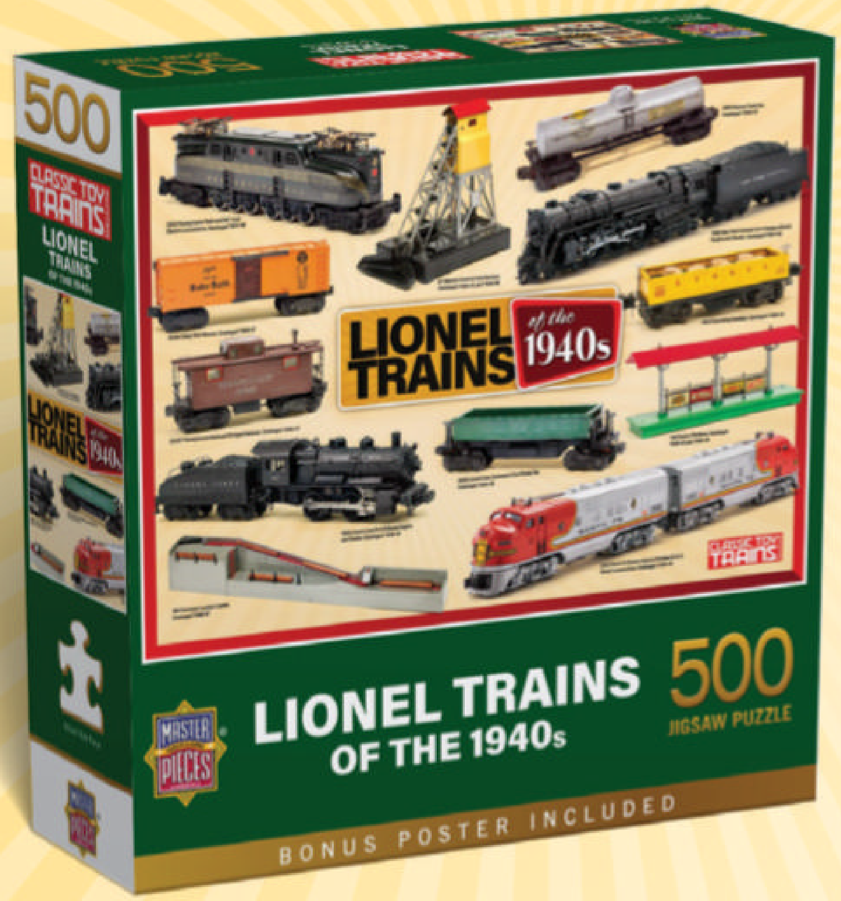
Surprisingly, the streamlined S gauge *Royal Blue* never appeared as part of a passenger set. The Pacific was taken out of the line in 1949, but it reappeared in a lighter shade of blue the next year.

In 1939-40 the engine also appeared in gray with Osgood-Bradley passenger cars. The early models had the same handrails as the 1948 version, but about midway through the year they were eliminated. Instead, simulated handrails were incorporated into the boiler casting.

In 1950 and '51, Gilbert offered the streamlined No. 353 4-6-2 Circus Train locomotive with red paint on the boiler and yellow lettering, but no smoke unit. The 1953 plastic-boilered Silver Bullet, used with lower-priced train sets, featured link couplers and a smoke unit.

The Royal Blue engine wasn't the sales hit Gilbert expected, but it did give the line a locomotive that was sleek and different from the rest of the motive power.

The late Don Heimburger published S Gaugian *and wrote extensively about American Flyer.*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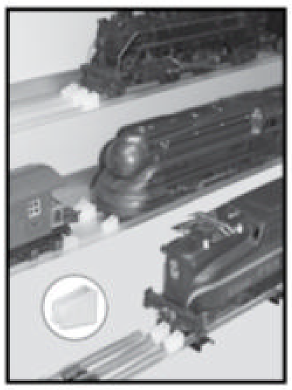

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Views from the underground

WITH LOU PALUMBO

Seventy is not so good...

Unless it's your golf score

I HAVE BEEN GETTING A LOT OF FOLKS coming into my store – the Underground Railroad Shoppe in New Castle, Pa. – who want to "downsize" and sell some of their toy train collection.

Each of them seems to have the same story. They've been collecting model trains for the past 20 or so years, always with the intention of building a large home layout when they retired.

Then comes the unfortunate twist. Now that these guys have retired and are rapidly approaching their 70s, they find they can't crawl under the layout to handle the intensive wiring their displays require.

I SPENT HOURS UNDERNEATH THE LAYOUT. A FEW TIMES I FELL ASLEEP WHILE I WAS WORKING ON IT WITH MY DOG, VINNY, BY MY SIDE.

These fellows now have the time, the money, and the toy trains to create a terrific O or S gauge layout, but they've lost a lot of the physical ability required to build the platforms.

I get where they're coming from. I spent hundreds of hours crawling and working under the benchwork of the operating O gauge display at the store.

When I started on the layout back in 1985, I was 41 years old. Even then, to be honest, wiring the lights and finishing the electronics to power the trains and accessories was a nightmare.

I spent hours underneath the layout. A few times I fell asleep while I was working on it with my dog, Vinny, by my side. Good memories from when I was a lot younger.

These days, bad knees and a bad hip prevent me from even getting under the layout. So, I supervise work while standing the outside the layout. The young fellows on my staff do the wiring.

I've learned a few things to help you build a layout if you're older without surrendering your trains and dreams.

First, make it at least 40 to 46 inches high. If you do so, you should be able to fit a small stool underneath.

Second, consider securing some 4 x 8 or 3 x 8 pieces of plywood along the perimeter of your train room. This way, you'll have to reach only 3 to 4 feet to access your trains and accessories. You may even want to build a modular hinged bridge in front of the doorway with the same-sized pieces.

Third, keep as much of the wiring on top of the table as possible. Conceal it with shrubs and small tunnels so it can be reached from the top.

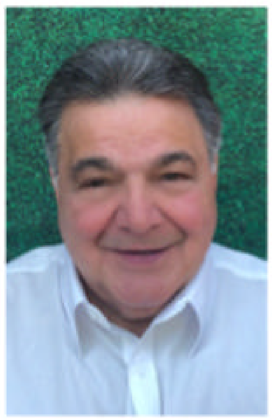
If you have ingenious ways to make your dream layout come true in your golden years, share them with readers of *Classic Toy Trains*.

And speaking of the golden years, let me mention my new book about that special time of life. It has the same title as this column: *Seventy is Not So Good ... Unless It's Your Golf Score*.

There will be many short stories relating to the issues we have to deal with during this time. Many of you are in this age group and so can relate to the entertaining stories. You'll appreciate my ideas about what we should do with our trains, how we can enjoy them better, and when to sell them. I hope never!

I plan to have book finished in time to sell in April at the great show organized by the Eastern Division of the Train Collectors Association in York, Pa. This will be my third book, the final one in the trilogy known as "I Never Met a Train I Didn't Like."

Stay tuned... and keep searchin'. CTT



LOU PALUMBO, the owner of the Underground Railroad Shoppe in New Castle, Pa., writes this exclusive column for *Classic Toy Trains*. He can be reached at 1906 Wilmington Rd., New Castle, PA 16105 or by email at trainplum@yahoo.com

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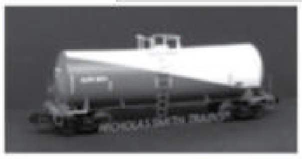

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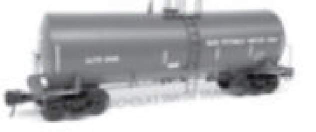

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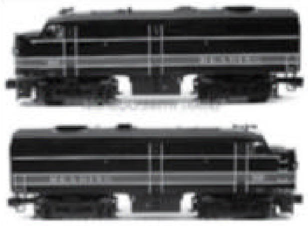

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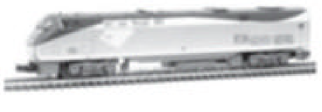

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AN O GAUGE LAYOUT FOR ANY ERA

Sean Morgan's Hellertown & Delaware is the sum of his interests

STORY AND PHOTOS BY SEAN MORGAN

My O gauge layout plans started when I was around 10 years old. A neighbor had given me some postwar catalogs of his father's to browse. I was fascinated by all the colorful pictures of trains but more so with all the operating accessories.

As a kid I always wanted to know how things worked. I was into every hobby out there: model building, model rockets, and electronics kits. I was always taking things apart and trying to figure out how they did what they did. Any mechanical or electrical machine was interesting to me.

Naturally, O gauge trains were a good fit. I dreamed of having a layout with all these trains and operating accessories.

Of course, those interests have not subsided as I've gotten older. I usually have three or four projects going at one time. Cars, smart home design, *Lost In Space* B-9 Robot build ("Danger, Will Robinson!"), 3-D printing, and Arduino programming are a few recent ones.

One of the other influencing factors was where I grew up. Hellertown, Pa., is right next to where Bethlehem Steel was located. I would see trains running all the time. There were tracks everywhere, and we'd watch long consists go by as we sat at the crossing signals.

I always dreamed of how cool it would be to sit in one of those diesels. As a result, you'll see a lot of Bethlehem Steel equipment on my layout.

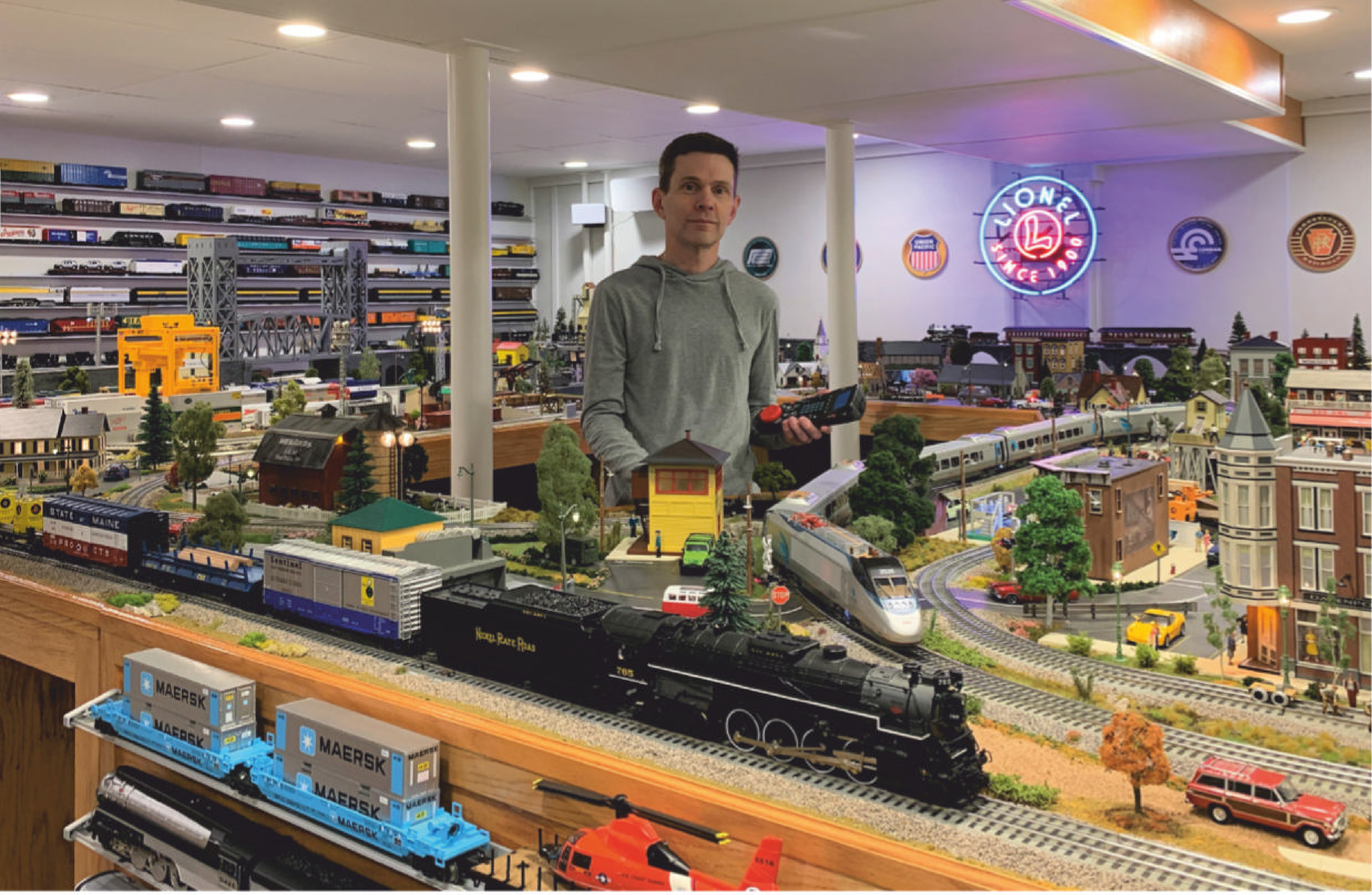
Starting small

My first (and the only conventional engine that I own) was an MPC-era O-27 Southern Express train set I put up every Christmas on a 4 x 8 sheet of plywood. Every year I'd get a new car or find a beat-up postwar accessory at my local hobby shop. I would bring it home, take it apart, try to fix it, and repaint it.

As a teenager I had less interest in toy trains until I attended my first train show. It was the First Frost Train Meet in Allentown, Pa. I'd never seen so many trains in a single place (and so many people into trains, like me!).

That meet lit a new fire in me. I started collecting trains and storing them away for my "future" layout, whenever that would eventually be.

1 Looks like there's going to be a good crowd on the Chicago, Burlington & Quincy *Zephyr* today. Sean Morgan's Hellertown & Delaware features a mix of trains from different eras.



2 **Sean Morgan mixes the old and new as a Nickel Plate Plate 2-8-4 Berkshire sidles up beside an Amtrak Acela passenger train. Everything can be run from one controller.**

3 **One of Sean's goals in designing the layout was creating an era-neutral display. That's why you may see a 4-4-0 American crossing under a modern passenger train.**

Years later I bought my first house and had space to build my dream train layout. When I started, model trains had advanced way beyond those shown in my old catalogs, and it was exciting to jump into the world of modern electronics. There was so much to learn, and that's what I love the most.

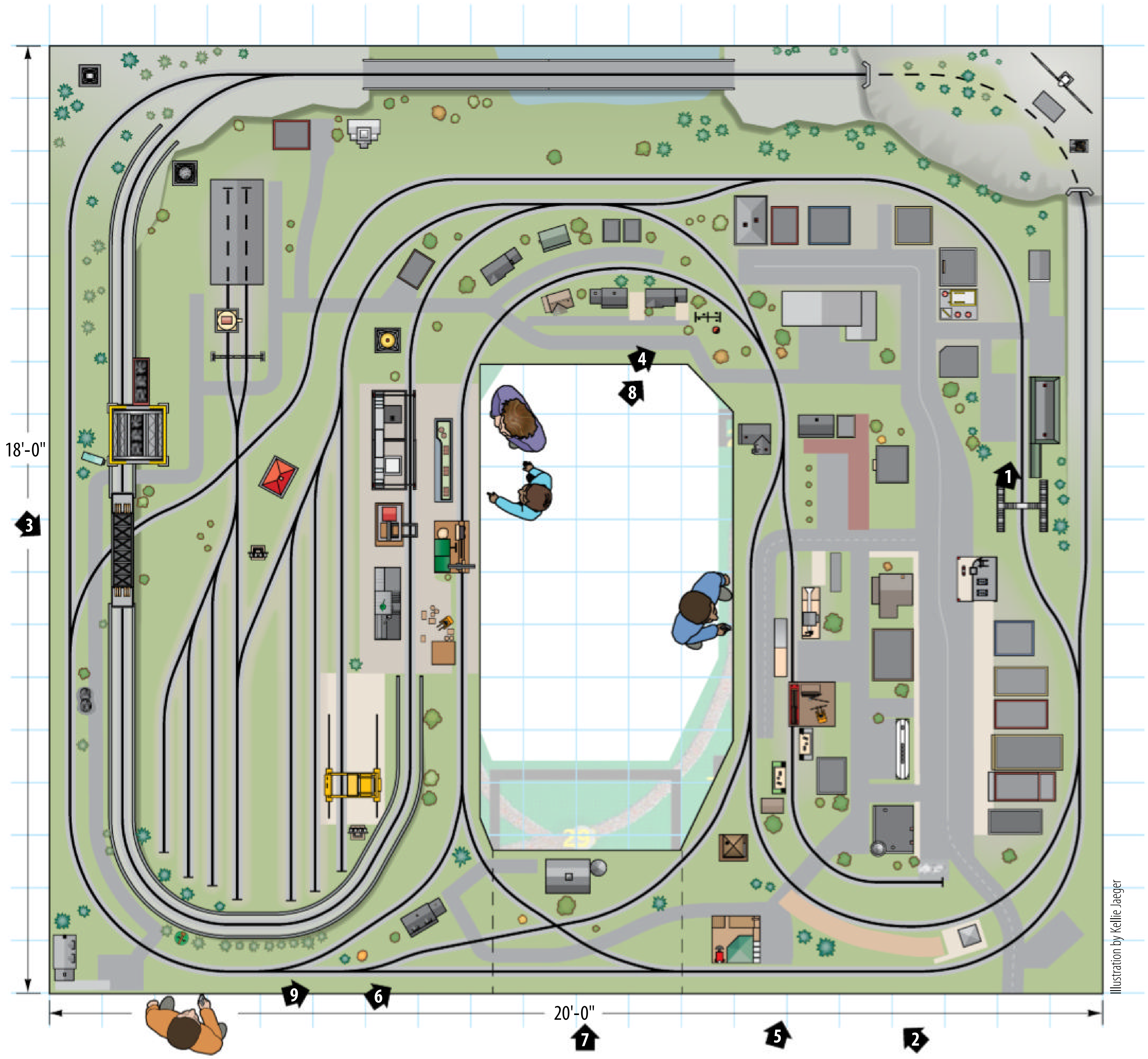
I had three main goals when I started construction:

1.) The layout had to be era-neutral. My love of trains and history is too wide to limit myself to one era or railroad. I wanted any train (from a turn-of-the-20th century 4-4-0 all the way up to the Amtrak Acela) to look like it could belong. I made it a point to mix old and new with everything (buildings, vehicles, signs, etc.). My town looks like a Victorian-era city mixed in with modern architecture.

2.) The layout was going to have a track design that could accommodate as many operating accessories as possible. My love of those exciting and entertaining accessories had not waned over the years. This significantly affected my design.

3.) Most importantly, everything (trains, switches, sidings, and operating accessories) had to be controllable from a single remote (the Lionel Legacy Cab-2). Since I designed my layout with a center opening where people could sit and watch trains circle them, I did not have enough space for a large control panel system inside that area. As a result, my main control panel is on the outside of the layout.

I needed a way to have complete control over every aspect with a single handheld remote. Lionel's LCS system (along with some ingenuity to modify the way



Operating accessories are the name of the game on Sean's expansive layout. In fact, the track plan was designed around them so there would be almost continuous action for the people in and around the display. The benchwork is finished like furniture and fits nicely into the room.

I used some of those components) got me to my goal. Only two accessories (with special control boxes) out of 24 had to be controlled separately.

The LCS system also had new Sensor Tracks that provided cool functionality when the trains passed over. I designed my whole layout around this system.

Timing is everything

I think I started building my layout at the perfect time, with the technology and many manufacturers of O gauge items. I'm not talking about just trains; the sheer amount of different scenery products available in the market is incredible. As a kid I had Plasticville buildings and cotton

AT A GLANCE

Name: Sean Morgan's O gauge Hellertown & Delaware layout

Dimensions: 18 x 20 feet with a central opening for viewing and running trains

Track & Switches: Lionel FasTrack (diameters range from 60 to 72 inches)

Motive Power: Lionel Legacy, MTH, 3rd Rail Sunset Models

Rolling Stock: Atlas O, K-Line, Lionel, MTH, Williams

Controls: Lionel ZW-L transformers and Lionel Legacy command control, incorporating the Lionel LCS (Layout Control System)

Structures: Atlas O, Lionel, Menards, MTH, Woodland Scenics

Vehicles: Greenlight Collectibles, Menards

Figures: Arttista, Lionel, MTH, Woodland Scenics

4 **Sean loves adding details; it never ends. He has lots of smaller scenes within the bigger picture. Note the construction going on, as well as law enforcement checking things out.**

batting as snow on my 4 x 8 layout, but now I was in a whole new world.

When I started my build, I decided I wanted to share this adventure with others. So I started to film videos of my layout build and post them on YouTube and the *O Gauge Railroading* Forum.

Sometimes I think I'm a teacher deep down because I love to explain things in detail. I originally posted them so friends and family could see my progress, but it turned out others were interested, too.

The simple videos from my original build have ballooned into a wide range of content on my YouTube channel about all aspects of the hobby and real trains. Although time consuming, it is satisfying to share what I've learned along the way (including mistakes) with others.

Building a layout instead of just laying down track can teach you a lot of things.

I wanted a solid, professional-looking layout using 2 x 4 construction, plus a ¾" plywood top. My father taught me many great woodworking and furniture-finishing skills as I was growing up. I have applied them to my benchwork.

Unlike others I had seen who plan out their track with software and drawings, I took a different approach. I bought a bunch of track and switches and started playing with different ideas. All of it really centered on where I could fit the accessories. My original goal still applied: I wanted action on my layout!

The final plan

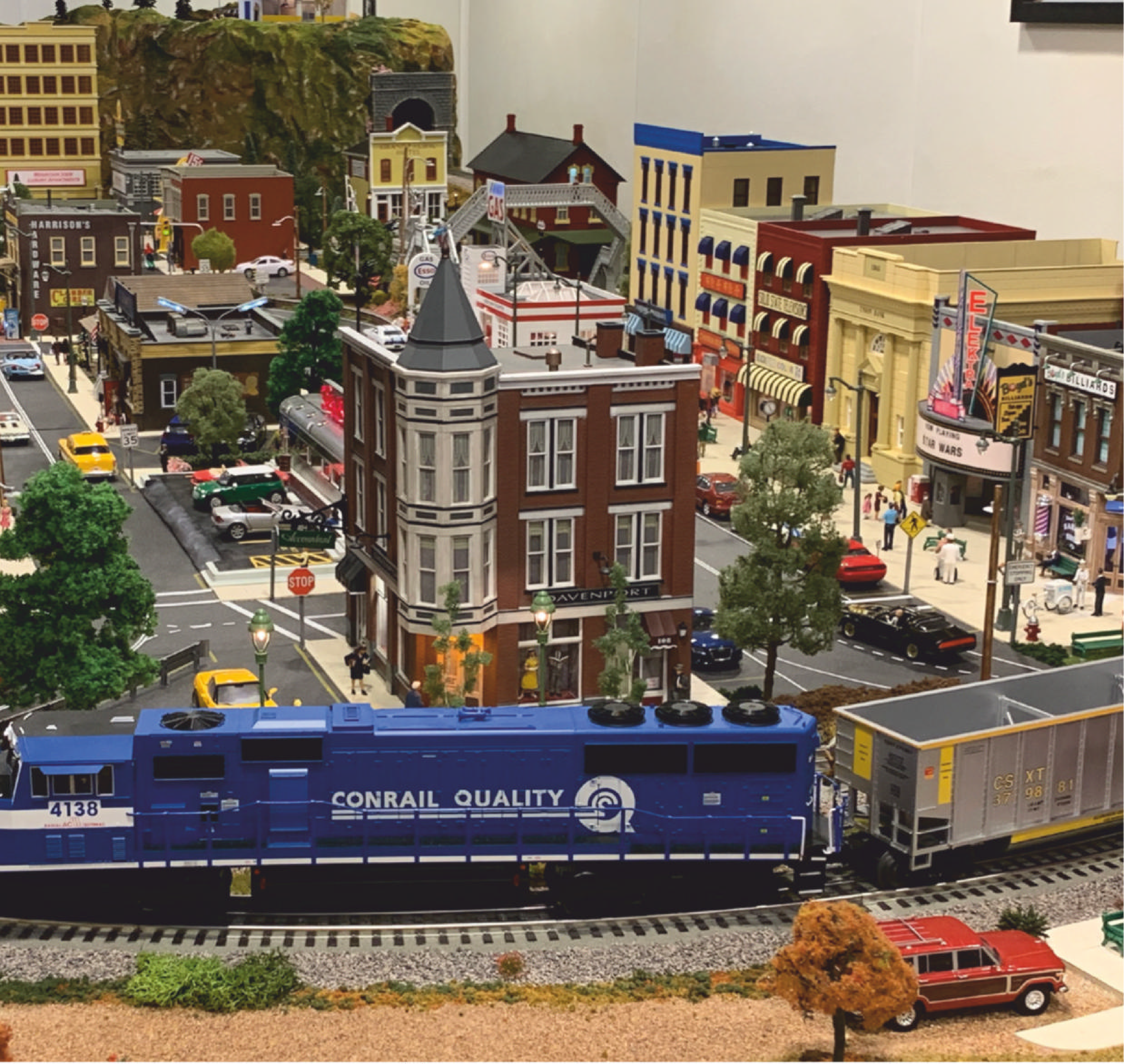
Consisting of more than 200 feet of track, 22 switches, and 10 sensor tracks, I finally had a track plan I was satisfied with (or so I thought). The layout is basically square with a center cutout intended for viewing and running trains.

On one side are the town, businesses, apartments, and a new skyscraper under construction. On the opposite side are the railyard and a facility for lumber and steel off-loading. Joining the two sides at each end are residential areas and a farm.

After completing my original design, I somehow missed the fact I could turn my train around only once and then could not turn it back around again. My lesson was that you should do complete test runs of all your routes before ballasting! Unfortunately, the railroad claimed part of the farmland to correct this error.

The building of the layout – and the creativity that naturally occurs – was the most enjoyable aspect of the process. Over the course of four to five years, I worked on it every chance I could. Once I had

> One side of town has businesses, apartments, and a new skyscraper under construction. On the opposite side are the railyard and a facility for lumber and steel off-loading.



5 **A modern coal train grinds by the big city, which contains a mix of buildings from assorted manufacturers. Sean's enjoyment of cars is apparent with the variety of models on display.**

completed the trackwork and electronics, it was time for scenery.

My personality is of the type that when I start a project I have a goal of finishing it. I've read about other hobbyists spending 20 years building a layout. No way I could do that; it's just not my nature.

I came up with the concept of Stage 1 scenery, which means all the basics are done. Ballasting, roads, sidewalks, buildings, mountains, and so forth. No bare or unfinished spots on the layout.

To someone coming into the train room, the layout would look finished (even though it isn't). I didn't worry about all the superdetailing to come. It gave me a feeling I was getting to my finish line.

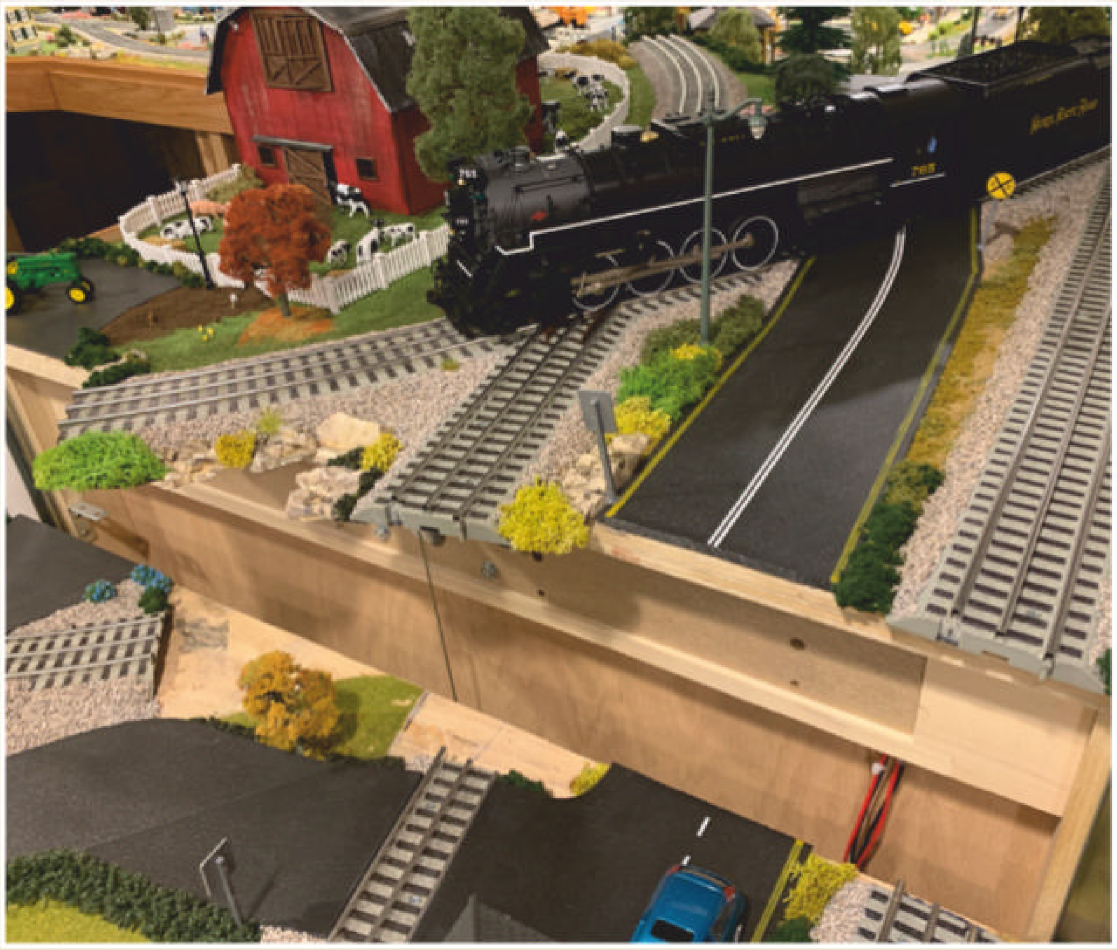
Then Stage 2 scenery begins (and never ends). This is where I concentrate on all the details.

I would take an area of the layout, like the rail yard, and start adding scenery details that really bring it to life.

And my imagination runs wild. The creativity of this stage is very enjoyable; I'm always thinking of new items to add.

I may be browsing at a hobby shop or walking around a train show and see something. A light bulb immediately goes off in my head that says, "Hey, I could add that and do this or that on my layout and that would look cool."

The concept also applies to taking an existing product and adding to it. One example: I took a Plasticville church, printed out stained-glass windows on vellum, added LED lighting to the inside to illuminate them, and added LED lighting



6 Sean built a lift gate to allow himself and others into the middle of the layout. The starting point was equipment from Mianne Benchwork.

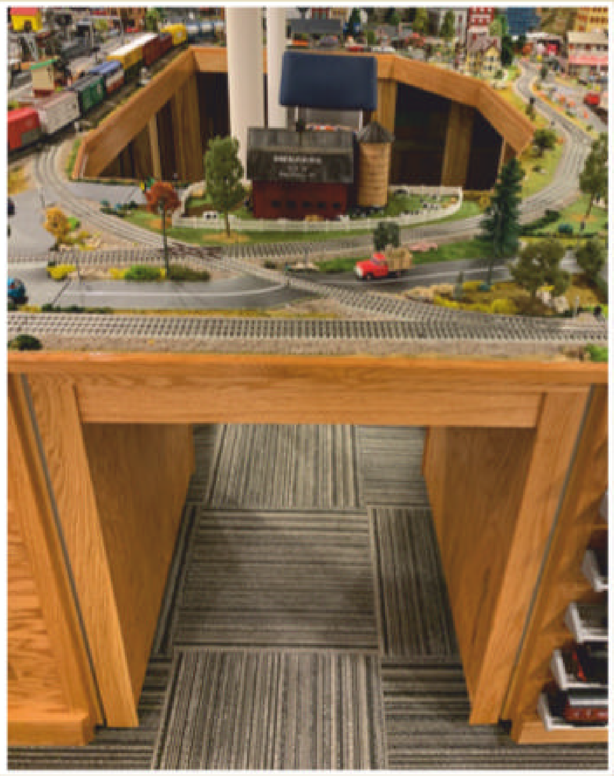
LIFT GATE PUTS YOU IN THE MIDDLE OF THE ACTION

A special feature of my layout design is that you can stand in the middle and watch the trains as they travel around you. To accomplish that I had to build a way into the center of the layout. I wanted something completely invisible that did not interrupt the scenery.

I decided to incorporate and build into my benchwork the Liftgate system from Mianne Benchwork. I modified it so I could control it from inside or outside the layout. By coming up with creative scenery techniques I was able to hide the fact that part of the layout lifts up to allow access to the center.

I love the look on people's faces when I flick the switch and the gate goes up along with all the scenery. I must give credit to Mianne for its fantastic product.

Because I have curved track sections extending across the lift gate, I had to use thin metal sheets to extend past the edge to hold any scenery items (like track ballast, ground cover, etc.). This allowed me to have a seamless look between the main platform and the lift gate.



7 Blending the scenery on either side of the lift gate makes the transition appear seamless. People are surprised when it goes up!

to the bell tower. This is all stuff that can be added and changed at any time when an idea pops into my head.

What's next?

One thing I found was that after all the main build of my layout was complete, I was thinking, "Now what?" I still get a lot of joy running trains and adding to my collection, but the excitement of going down to the train room to create and build was no longer there.

The building and creativity really were the best parts for me. A couple of things have happened in the past year to rev up my excitement.

I recently started to get more involved in the hobby outside of my layout. Joining a hi-railers group, meeting other hobbyists from the YouTube community, and getting into railfanning have opened a series of new avenues. I have been visiting other people's layouts to see what they are doing and sharing that with the community through YouTube.

I have also started my second layout! I recently got fascinated with Standard gauge trains and decided to build a display for them, too. I find my excitement of figuring out the next time I can go up to the new layout and continue building feels the same as when I was first building my O gauge layout.

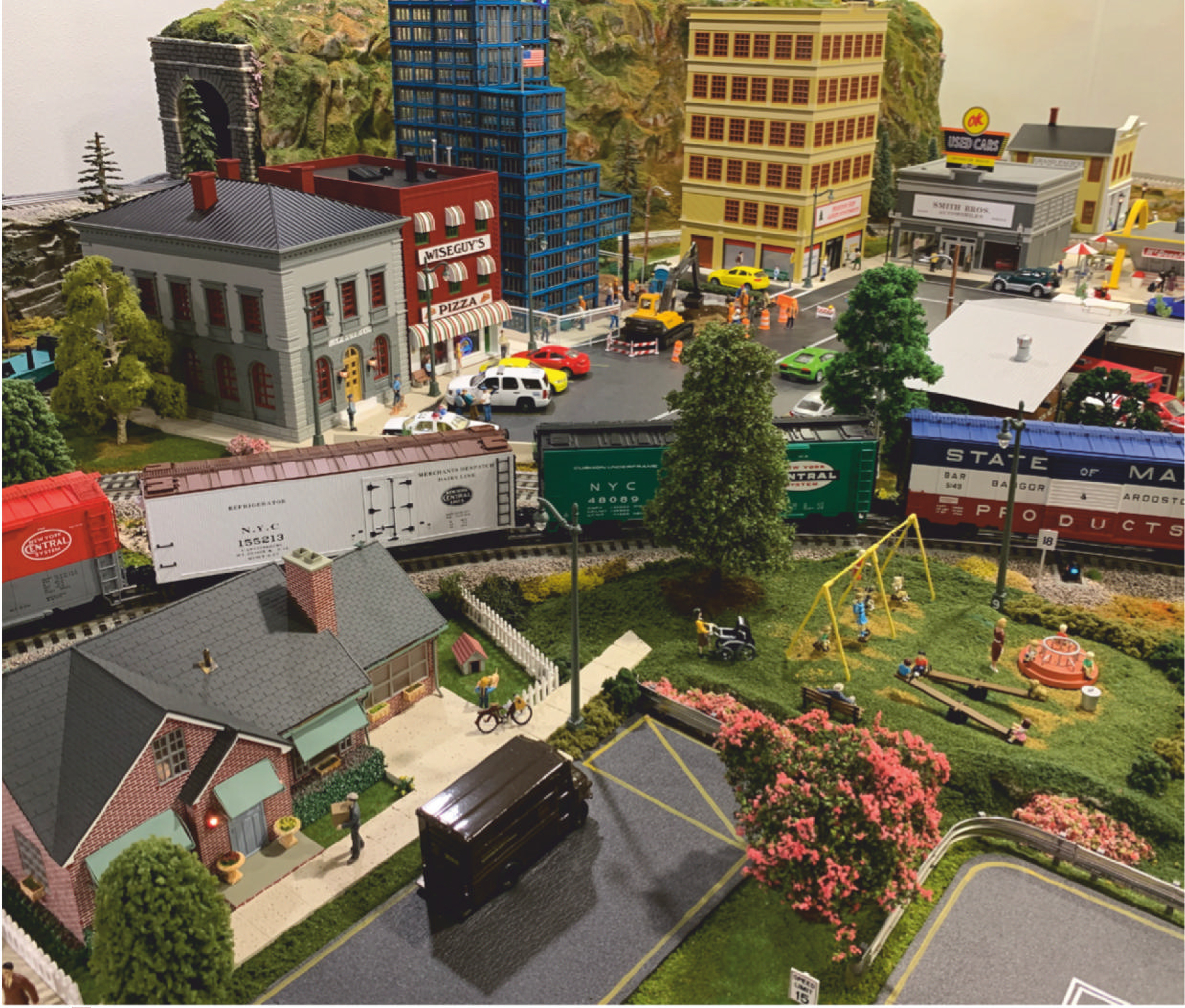
Reading the history of and learning more about Standard gauge trains has been a joy. When I start something new, it's one of the things I like the most. Buying books and spending hours reading, researching, and learning about whatever subject I have a new-found interest in.

I thinks it's the creativity and satisfaction of the building process that I enjoy the most.

Perhaps that is why I always read about people building layouts and then tearing them down to start a new one. It's like playing with Legos or Erector sets.

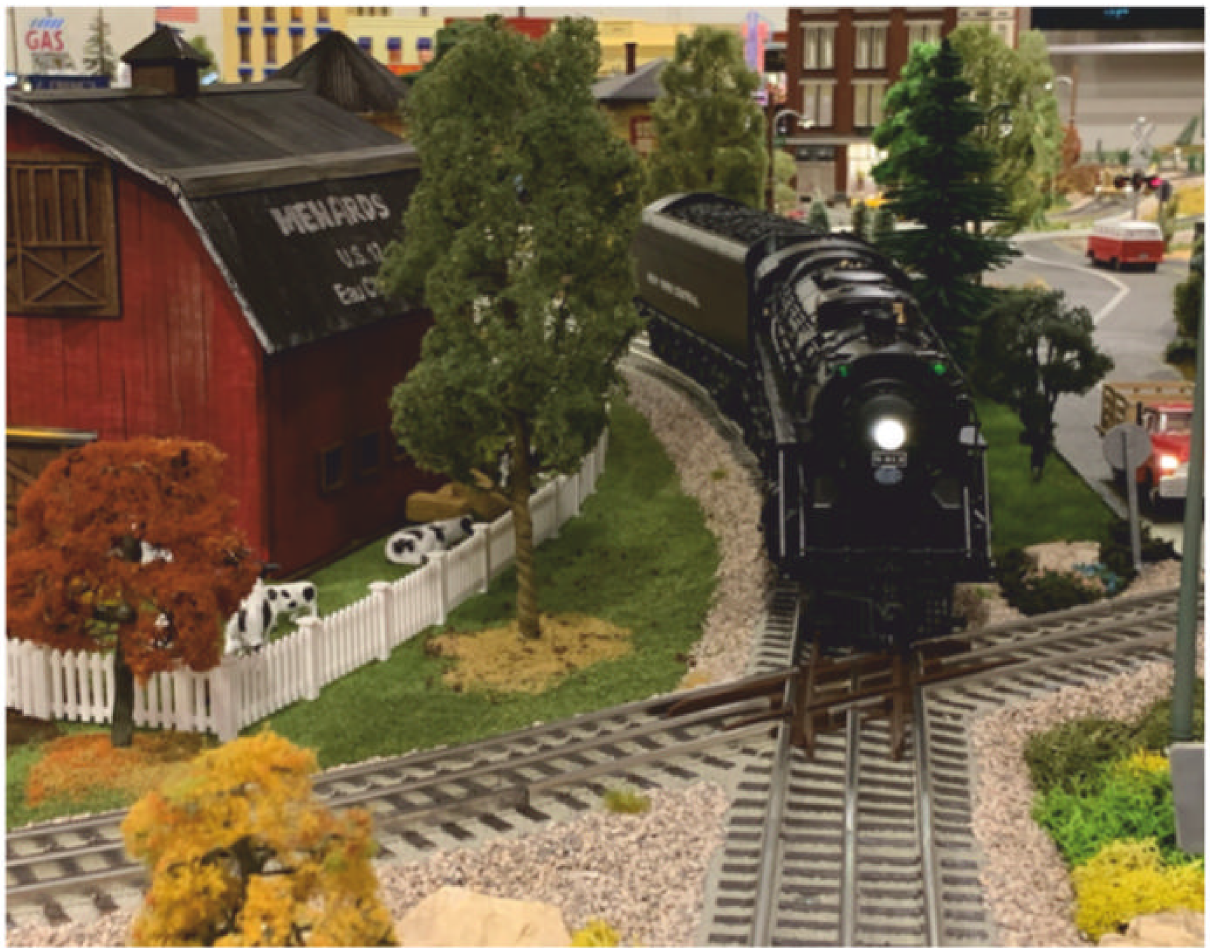
The best part is that I've learned from the mistakes I made on my first layout and won't make those same ones again (just some new ones I'm sure).

I've also decided to expand my control systems by incorporating MTH's DCS into both of my layouts. Initiated because the tinplate I have been collecting has MTH's PS2.0 and PS3.0 electronics, it seemed like a good time to delve into it. I have really enjoyed learning all the new features, functionality, and differences between the Legacy and DCS systems.



8 **Even more scenes tucked into the layout include a busy playground and a neighborhood where a delivery is being made.**

9 **Some of New York Central's finest steam power crosses the lift gate, next to a road featuring cars with working headlights.**



It seems this hobby and the fantastic people I have met through it are a never-ending supply of enjoyment. Who knows how many layouts I will have built in the end? But I'm pretty sure there will be more, whether they are my own or helping others build theirs. CTT

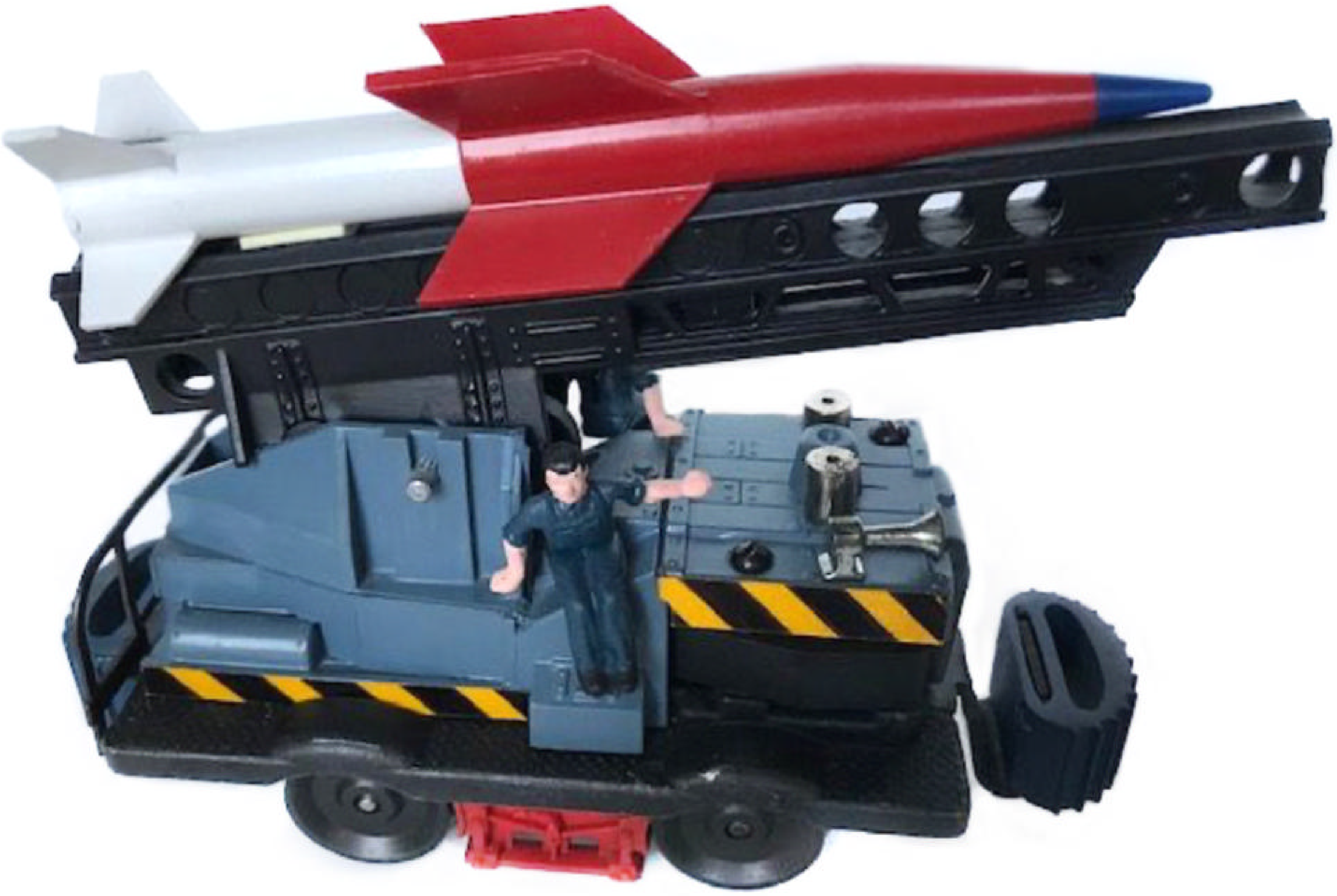
Sean Morgan lives in the northeastern United States. His hobbies include robotics, car tuning and modifications, traveling, riding full-size trains, electronics, software programming, and smart home design.

WITH DONALD MARCIANO

Two projects to make unique cars

Paint and parts make something new out of something old

PROJECT 1: A missile car that never existed



Lionel never made this missile launcher car, but it sure looks like it could have! With a few parts, you can make your own unique unit.

On the O gauge model railroad I have been building, there is a large military and missile base. I have several tracks running through the post on which small motorized units are run, like the No. 54 Fire Inspection Car. I wanted to add to my roster a new self-propelled military unit that would fit in with the missile theme as well. Then I remembered I had seen a photo of a Lionel prototype of this kind of motorized unit several years ago and decided to recreate it.

I started with a Lionel No. 50 Section Gang Car that needed a lot of cosmetic improvements. In my scrap box, I had a

TOOLS/MATERIALS:

- Lionel No. 50 Section Gang Car
- Lionel No. 6650 Missile Firing Flatcar (with missile)
- Razor saw
- Sanding blocks
- Paint of your choice
- Hobby cement or epoxy

Missile Firing Flatcar that was only good for parts. My first step was to cut and save approximately 2" from the back end of the missile launcher mechanism. I also shortened the black launcher rail to 5½".

I then removed the spring and firing parts from the launcher.

About the same time, I sanded the newly shortened launcher assembly to have a level base. It was then glued to the top of the gang car, where the three figures previously had been positioned. Then using some scrap sheet plastic, I built a new housing to go beneath the launcher assembly.

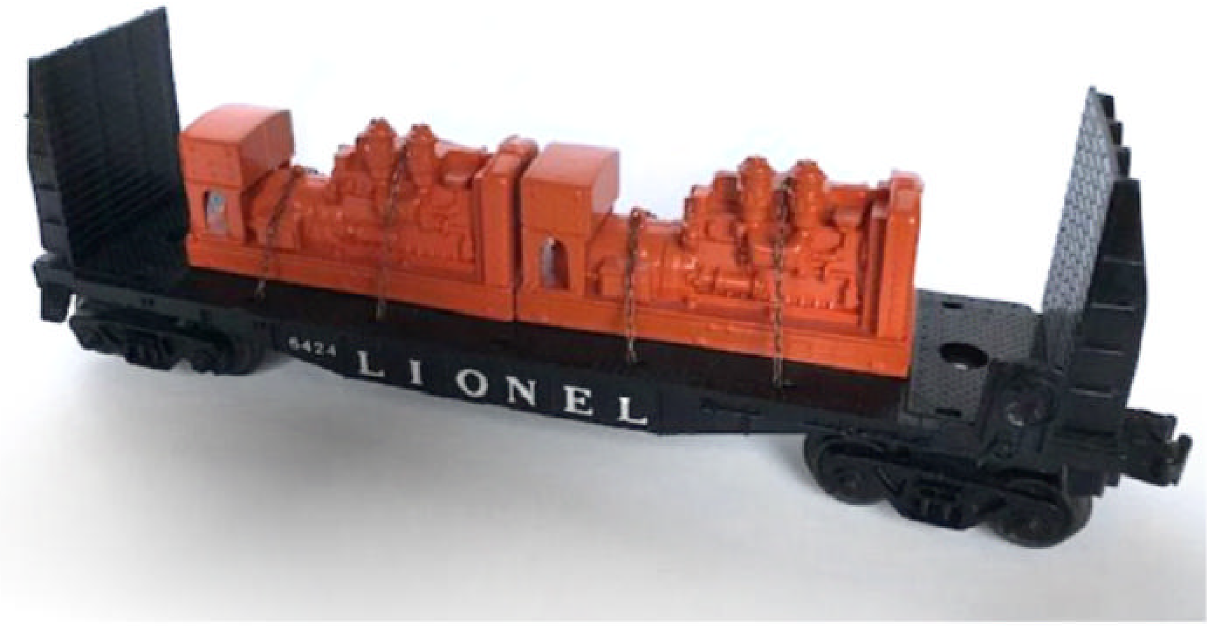
After the assembly was finished, the unit was ready for painting. Instead of the original orange finish, I decided to tone everything down using Testor's Intermediate Blue.

After painting my brand-new unit, I have to admit I was not completely satisfied with its appearance. It just seemed to need something else.

I took some self-adhesive industrial safety tape that I had cut into ¼" and ³⁄₁₆" strips and applied them to the body. Still, the look wasn't right. That's when I remembered the trio of discarded crew members. I painted the figures and positioned one on either side.

The final step was to add the missile to the launcher. Since the unit doesn't actually fire, I wanted the missile to be solidly affixed, as it needs to be able to withstand the unit striking the bumpers. I attached the missile to the launching rail using a small piece of double-sided foam tape. That did it!

PROJECT 2: A bulkhead flat with two diesel motors



This Lionel No. 6424 Flatcar looks like it belongs on a work train set, thanks to a couple of diesel motor housings held down with chains and the addition of some bulkheads.

I was looking to add a companion car while running my Lionel No. 2235W Work Train Set from 1955. I thought this added car should complement the engine heading this set, the black-and-orange No. 2338 Milwaukee Road GP7.

I went through my rolling stock and did not find anything suitable. I then decided this could be a fun project, so I started to look through my scrap box.

After rummaging around, I found two Lionel diesel motor housings (part No. 6520-17). I also discovered a long length of a small metal chain. In addition, I found two plastic bulkheads from a modern-era Lionel flatcar.

I decided to combine these components onto a Lionel No. 6424 Flatcar.

I removed the metal automobile holding rack on the car by carefully drilling out the rivets. The diesel motor housings were molded in orange, but two shades!

To make the color consistent, I decided to spray-paint them with Testor's Gloss Orange (no longer available). I attached the housings to the flatcar using 3M double-sided foam tape.

The next step in the transformation process involved attaching the bulkheads. I drilled holes into the flatcar to match their tabs and attached them using Plastruct Plastic Weld Cement.

At this point, the flatcar looked like it was missing something. I thought the load would look more realistic if it was secured with chains.

So, I strung the chains through the eyelet and the top details of the motor housings. The chains ran through the existing stake holes and were attached underneath, using small pieces of foam tape and pulled tight.

TOOLS/MATERIALS:

- Lionel No. 6424 Flatcar
- Lionel diesel motor housings (2)
- Scotch 3M Indoor Mounting Squares
- Gloss orange spray paint
- Solvent plastic cement, such as Plastruct Plastic Weld

Wrapping up

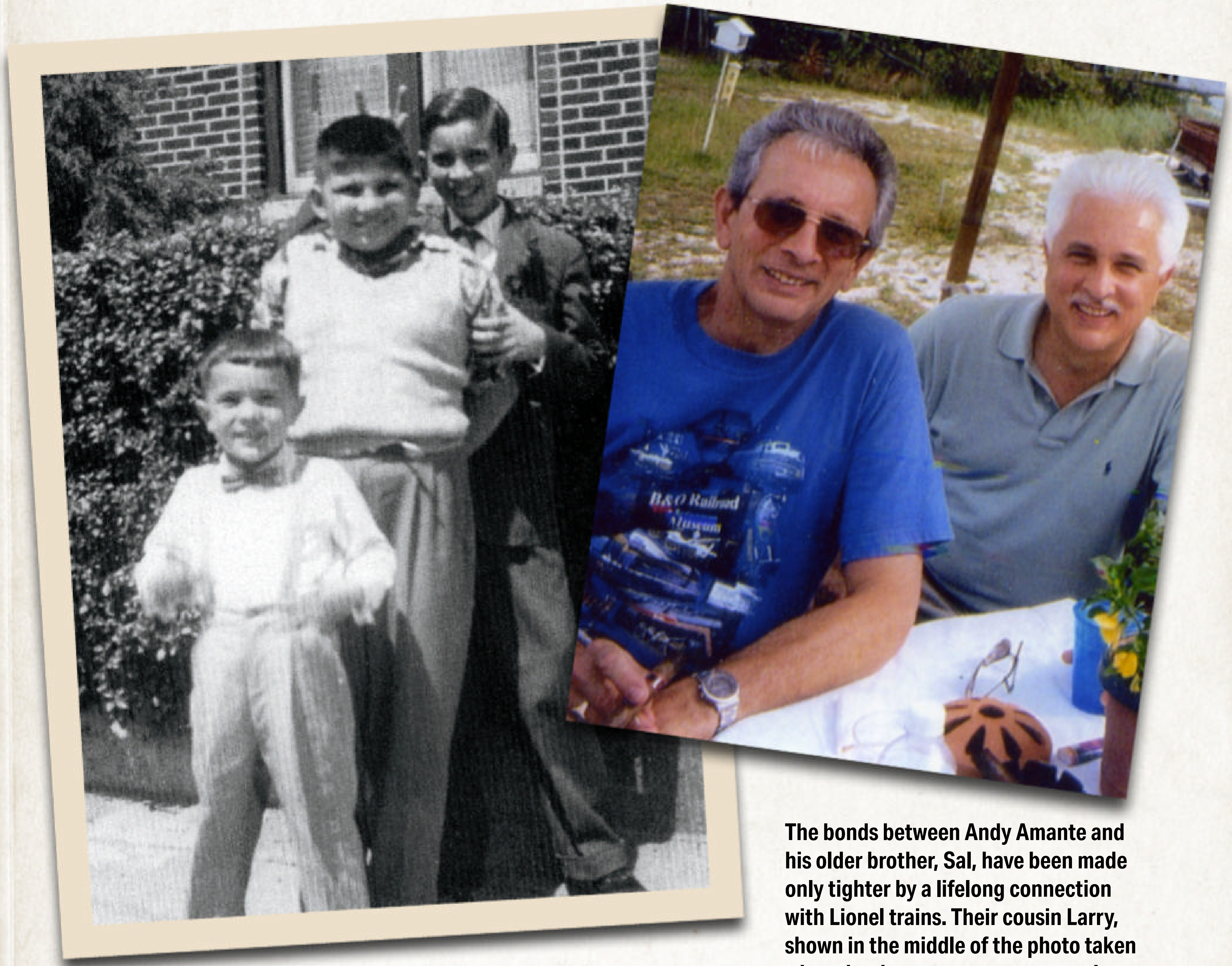
I'm pleased with the outcome on these projects. To me, they look like products Lionel could have produced during the postwar era and are nice additions to my layout.

So, the next time you're looking for a unique car that may or may not exist, start digging through your scrap box. Or just keep your eyes open for parts at a swap meet. You'll be amazed at what you can do with what you find! CTT

Bringing back a dream

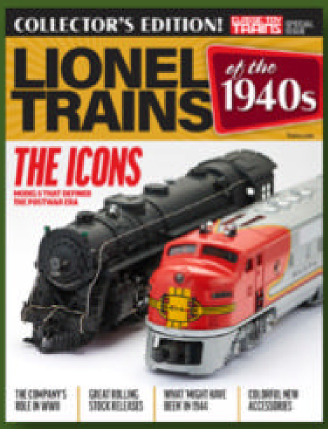
One train unites two brothers

STORY BY ANDY AMANTE



The bonds between Andy Amante and his older brother, Sal, have been made only tighter by a lifelong connection with Lionel trains. Their cousin Larry, shown in the middle of the photo taken when the three were youngsters, also enjoyed playing with electric trains.

My story opens on Christmas morning of 1952, three weeks from my fourth birthday. Santa had brought me a new Lionel train set. It pays to be a good boy a few weeks before Christmas! Lionel O gauge steam freight outfit No. 2177WS was under the tree and looked great running around, with its No. 675 engine smoking and whistling.



THE TRANSITION FROM PREWAR TO POSTWAR! CHECK OUT *LIONEL TRAINS OF THE 1940S* AT KALMBACH HOBBYSTORE.COM

My three-car train arrived just in time to replace my older brother's Lionel No. 1405W set as the prestigious oval setup under the family Christmas tree. Sal, my older brother, was as happy as I was about the upgrade, because two of the drive wheels sometimes fell off his No. 1666 steam locomotive when he picked it up off the track. Our dad had purchased the 1405W set used from Christy's Bike Shop in Brooklyn, and they hadn't fixed that problem.

Sal and I continued to add to our trains until he moved on to girls, the Army, and marriage. I put my collecting on hold when I went on active duty to serve in Vietnam.

While I was serving my country overseas, all our trains were stolen. Sal and I had grown up in a four-family apartment building. Each tenant had a storage room in the basement. The storage rooms were made of wood and were easy to break into.

Mom and Dad didn't tell me or any of my siblings what had happened. But when I returned home from Vietnam for Thanksgiving of 1968, I found out what had happened. I was crushed.

Then I remembered that I always stored my 2177WS set on the top shelf of my bedroom closet! I ran to the closet, and there it was, sitting right where I had left it.

My joy was short-lived because I realized it was my brother's Lionel set that was gone. I never mentioned anything.

The years passed, and Sal went on to have three beautiful daughters. He didn't ask about his Lionel trains. Instead, HO scale trains became his choice when it came time to build a layout at the foot of the Christmas tree in his family's home.

Many years went by until one day in 2017 when Sal was visiting me. One of my many books about toy trains caught his eye. Sal sat in my recliner and paged through the book until he spotted a photograph of his Lionel 1405W set. This put a huge smile on his face.

Sal turned to me and asked, "Do you still have my old Lionel set?" He realized something was wrong when he looked at my face and no words were coming out of my mouth. I had no choice except to tell Sal the sad story of the theft and watch as he held back his emotions. After all, he was a retired police sergeant, not an 11-year-old boy.

After Sal went home that night, I couldn't stop thinking about his sad face during our discussion. I felt even worse remembering how I had told him how my Lionel set had been saved because I had stored it in our bedroom closet.

Then it hit me! Sal was soon to turn 75 years of age. What if I could find and buy the same Lionel set he had cherished so many years ago? It took time and a few favors from some great guys in our hobby, but I did it! I bought the set plus the correct instructions, tracks, and transformer.

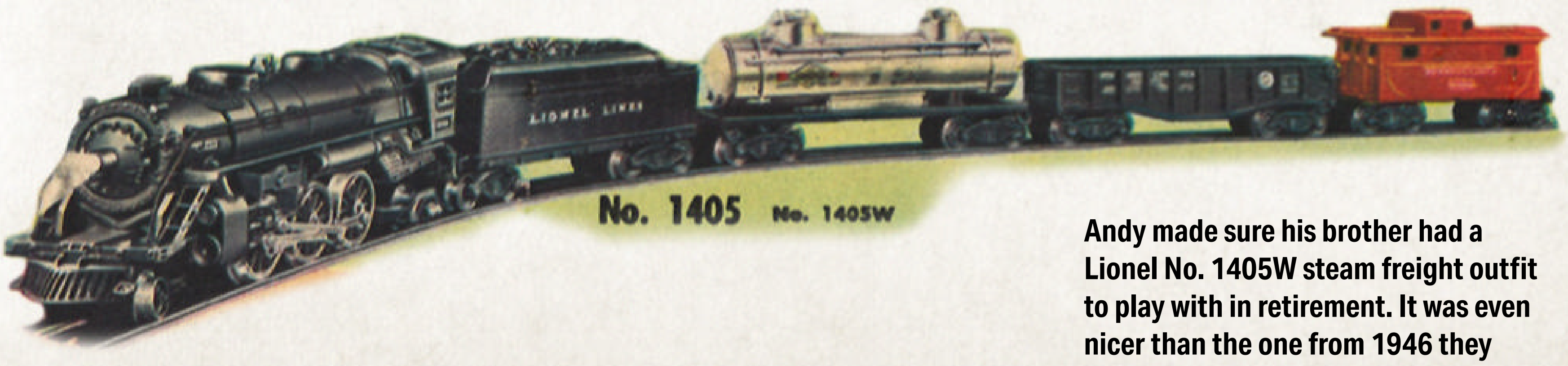
Finally, it was time to present Sal with the gift. The excitement and anticipation were killing me. My wife and I picked up Sal and his wife for a dinner in celebration of his 75th milestone. I had planned to wait until after dinner to give him his gift, but I caved and immediately handed him the wrapped gift and wished him a happy birthday.

Sal's first impression was, "Wow this box is heavy." I could not stay silent and so urged him to open the gift before we got to dinner. He responded, "What's the hurry?"

But Sal dutifully unwrapped the gift. He could not believe his eyes when he saw the train. The 11-year-old boy emotions kicked in, and he couldn't hold back his tears.

I don't remember how late the celebration went that night, but early the next day Sal's wife sent me a text with a video of him running his Lionel train on the floor of their living room.

Sal is soon to be 79 and he still sets up his set under the Christmas tree. Just in case any of you are wondering – the drive wheels on this vintage No. 1666 don't fall off!



Andy made sure his brother had a Lionel No. 1405W steam freight outfit to play with in retirement. It was even nicer than the one from 1946 they played with as kids long ago.

Photo 26528326 © Olga Kovalenko | Dreamstime.com, Photo 35566631 © Daboost | Dreamstime.com

RETURN TO A GREAT S GAUGE LAY

AMERICAN FLYER LINES
LIMIT ONE HOUR

An updated tour of Dave Tori's home railroad

OUT

STORY BY ROGER CARP ◍ Photos by Dave Tori

One positive effect of the pandemic afflicting our world has been the number of readers of *Classic Toy Trains* who have had time to share photos and stories about their home layouts. You'll be amazed by all the O and S gauge railroads brought to our attention at the magazine. Outstanding work is being done everywhere.

The variety of S gauge layouts recently introduced to editors increased significantly after Hal Miller made a specific request for builders in that niche to contact him. Pictures and descriptions of small and large railroads featuring both postwar and modern American Flyer as well as American Models and S-Helper Service trains arrived. We learned about many new displays and a few older ones.

One layout that struck a chord was Dave Tori's. His 13 x 21-foot American Flyer railroad had been the subject of an article in the February 2013 issue of CTT. Now came news from Dave that he had modified the track plan and updated the scenery. Were we interested in his efforts? We couldn't wait to see them.

CHESAPEAKE & OHIO
1068

1 **In a scene that seems to go on for miles, a Lionel No. 48060 Chesapeake & Ohio 2-8-2 Mikado steam engine rests along the postwar Union Station platform, with the terminal nearby. The simple yet impressive modeling characterizes every part of Dave Tori's memorable S gauge layout.**

Remembering displays

If you examine the photographs Dave took of his layout *and* you're familiar with the operating displays skilled technicians at the A.C. Gilbert Co. built during the 1950s to publicize the firm's American Flyer trains and accessories, you will gain many insights into what makes this railroad one to imitate. He has kept the postwar spirit very much alive.

More than half a century ago, crews at the Gilbert Co. and its main rival, the Lionel Corp., devoted many hours each year to designing and constructing compact model railroads for department stores and smaller retailers to buy. Their purpose was to offer merchants ways to demonstrate to customers how well the latest locomotives, rolling stock, signals, stations, and freight loaders functioned.

Operating displays were compact, ranging in size from less than 20 square feet up to almost 70 square feet. Larger ones might be developed for key accounts. Typically, however, the layouts went to hardware stores, appliance and toy shops,

SHELL
SHELL

2 **A Lionel No. 48049 Southern Pacific SD9 road diesel brings an empty tank car to the oil field filled with postwar derricks and other accessories. There, it will be filled with gasoline.**

and other small buyers who needed something exciting on which to show off their S or O gauge wares in hopes of drumming up more sales.

Truth be told, what display departments at the respective manufacturers accomplished has much to teach novice builders as well as those less inclined to launch a big project. After all, the layouts their teams constructed made excellent use of open space to present trains and accessories in clever ways. They used minimal landscaping and rudimentary track plans to achieve tremendous success.

Something larger

Dave aimed to develop an S gauge layout that would be enjoyable to operate and simple to build and wire. He had little wish to get bogged down with the benchwork and track or to face long months of making landscapes filled with trees and waterways only to then have a mountain of structure kits to assemble.

RINGLING BROS AND BARNUM & BAILEY
THE GREATEST SHOW ON EARTH
BAKER'S CHOCOLATE

3 The neat way Dave painted the Homasote on top of his plywood reminds us of the postwar displays built at the Gilbert factory.

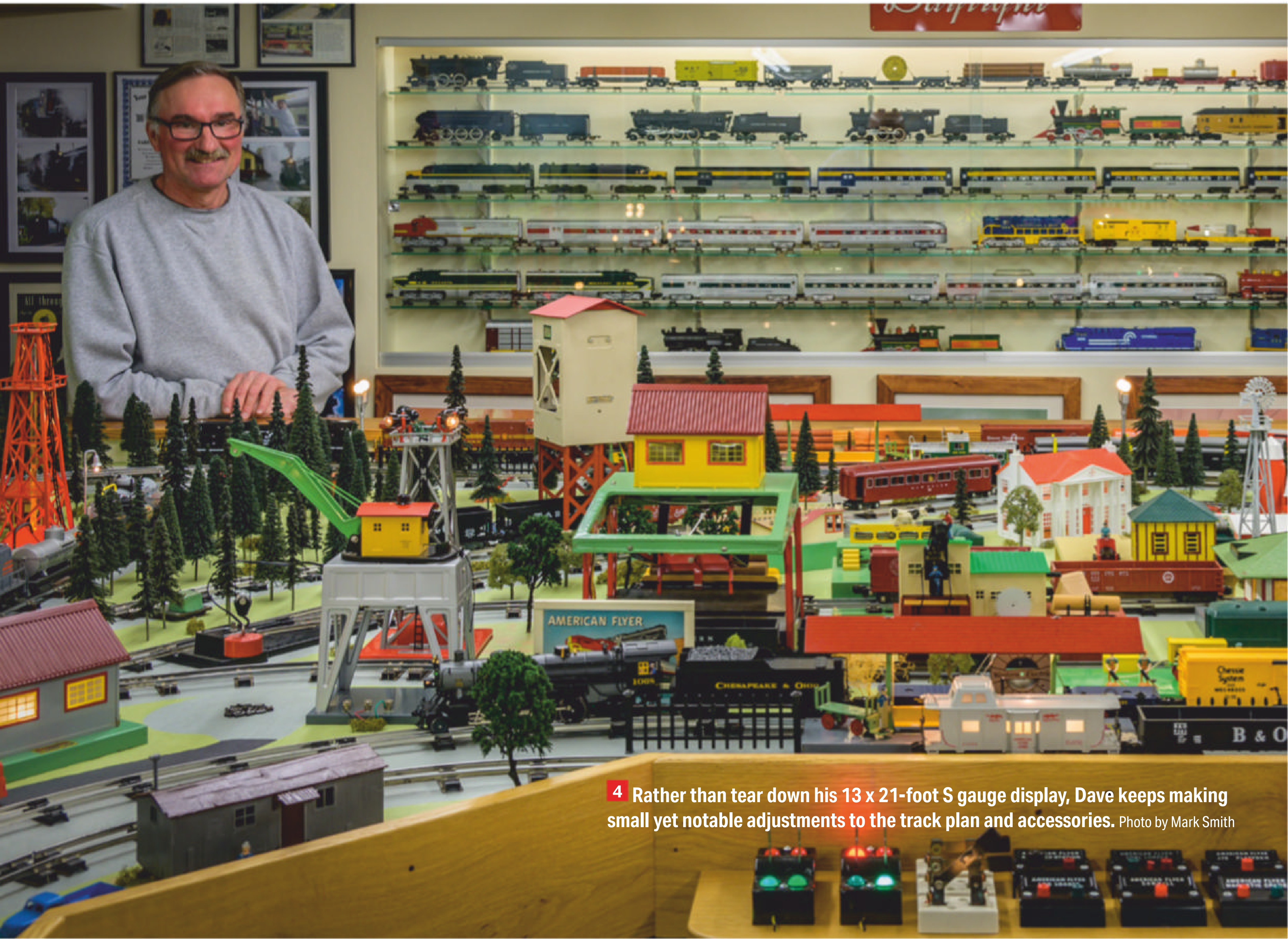
Instead, Dave remembered how he had played with American Flyer trains as a boy in the 1960s, finding happiness with trains running over basic loops of track surrounded by one or two scenic items and structures. The same elementary approach guided his entry into N scale, which he had adopted as a teenager.

When Dave felt motivated to return to S gauge, he recognized the value in developing layouts with the appeal of American Flyer displays. At the same time, however, he wanted something larger. The challenge thus facing him became how to build what amounted to a department store or even a museum exhibit.

The secret to success, Dave quickly concluded, was twofold. It took time to realize this point, but once he had figured it out, work on the layout moved along rapidly.

First, Dave needed to follow the steps crews at Gilbert had relied on when arranging track, installing accessories, and fabricating rudimentary scenic effects. Imitating those builders from long ago would guide him along the way.

Second, Dave had to find a way to make the layout seem larger and more accommodating without trying to cram in more lines of track or tons of operating accessories. Making less turn into more



4 Rather than tear down his 13 x 21-foot S gauge display, Dave keeps making small yet notable adjustments to the track plan and accessories. Photo by Mark Smith

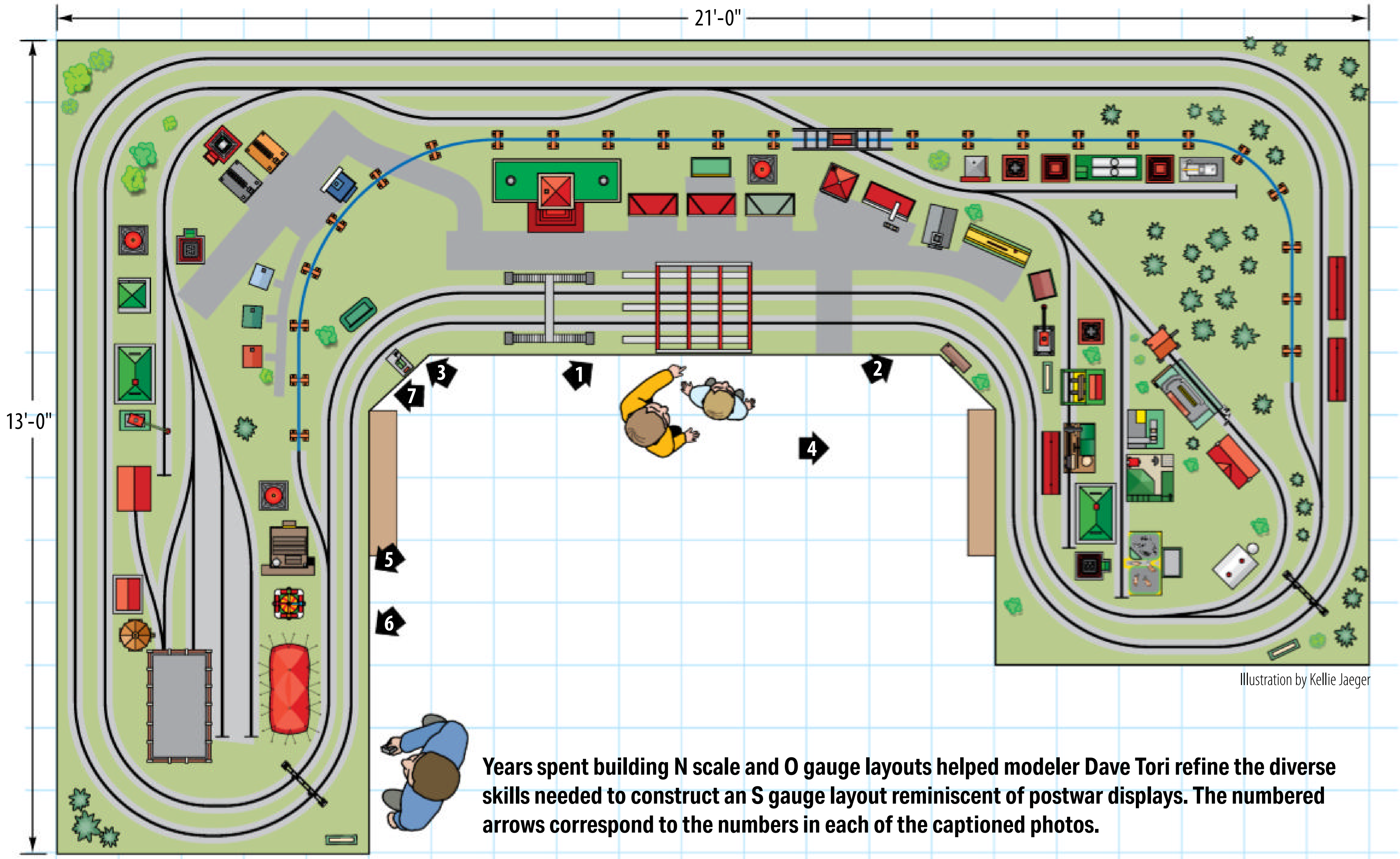


Illustration by Kellie Jaeger

Years spent building N scale and O gauge layouts helped modeler Dave Tori refine the diverse skills needed to construct an S gauge layout reminiscent of postwar displays. The numbered arrows correspond to the numbers in each of the captioned photos.

AT A GLANCE

Dave Tori's S gauge layout

Dimensions: 13 x 21 feet

Track: Gilbert and Lionel American Flyer (diameters range from 36 to 54 inches)

Switches: Gilbert American Flyer

Motive power: American Models, Gilbert and Lionel American Flyer, Pennsylvania Heritage Models, S-Helper Service

Rolling stock: American Models, Gilbert and Lionel American Flyer, S-Helper Service

Controls: American Flyer Nos. 15B, 16B, 19B transformers and Lionel PowerHouses (4) with Lionel Train-Master Command Control

Accessories: Gilbert and Lionel American Flyer, Junior Bridge Co., Z-Stuff for Trains

Structures: American Flyer, Plasticville U.S.A.

Vehicles: Ertl, Liberty Classics, Mattel, Renwal, Tootsietoys

Figures: American Flyer, K-Line

could occur with the right touches and additions. Therefore, Dave proceeded to create a plan composed of several distinct vignettes while finding an artist who could paint a stunning backdrop.

Thanks first to Dave's insights and his willingness to restrain his desire to push for more and then to Mary K. Walsh's stunning backdrop, he ended up with a wonderful Flyer layout with its own personality. We can say with assurance that executives at Gilbert would appreciate this 13 x 21-foot S gauge model railroad.

Basic overview

Benchwork was far from the top priority for the display makers on the payroll at Gilbert or Lionel in the postwar period. They insisted only on assembling a framework for their layouts that would be sturdy and stable. As important, the materials should be inexpensive and the methods quick and simple.

Dave figured that out. He commented in the earlier article about opting for "box-type construction" that depended primarily on 2 x 4 lumber as the basis of rectangles combined to form three-dimensional modules screwed into the walls of his train room. He used metal pipes to anchor the interior framework to the floor.

EXCLUSIVE VIDEO
GO TO TRAINS.COM/CTT/VIDEOS

5 Postwar and modern-era diesel locomotives often spend some time inside the neat engine-servicing facility.

6 Human and animal figures, spotlights, and a homemade tent were all Dave required to fashion a circus for his layout.

7 The evocative mural behind the layout, skillfully painted by Mary K. Walsh, combines with the track and accessories to suggest we're admiring a display like those once shown at John Wanamaker's on Market Street in Philadelphia. That fabled department store was where Dave and his parents shopped for American Flyer trains during the 1960s.

Sheets of ¾-inch plywood provided a solid surface over which Dave glued ½-inch sections of Homasote. Next, Dave painted the roadbed in preparation for laying American Flyer straights and curves as well as a few wider curves from the Lionel line. What he did so brilliantly was follow his display-building peers in using light shades of green to represent grassy areas and gray under the track.

In addition, like display makers from long ago, Dave settled on minimal landscaping. There might be a handful of clumps of lichen or another scenicking item for random bushes and commercial trees planted here and there. Realistic he knew his layout was not going to be – that is why Dave made a genuinely toy-like appearance his ultimate goal.

Indeed, this goal meant limiting himself to original or reissued operating accessories and buildings associated in the minds of viewers with what Gilbert had once cataloged. The familiar shades of green, red, and gray coloring vintage Flyer pieces pleased Dave and his visitors, as did the various Plasticville U.S.A. houses, stores, and more. All of them blended ever so sweetly with the painted tabletop, the scattered evergreens, and the die-cast metal figures thoughtfully added.

Eternal appeal

The different retailers where Dave first discovered American Flyer trains and accessories almost 60 years ago have all disappeared. The S gauge displays he remembered mesmerizing him as a youngster were long ago stripped of their track and accessories and then likely discarded. Maybe one or two of them survived and now exist as the centerpieces of prominent collections of Gilbert items.

Yet the memories those layouts nurtured and the ideas they left inside Dave's brain about what a model railroad should look like have a never-ending quality. The eternal appeal of Flyer displays can't be minimized, not after visiting the Tori household and listening to Dave and his wife, Dee, share stories of what his railroad has meant to their family, especially grandchildren Cohen and Dillon.

It immediately becomes plain how the traditional approach adopted for this layout can touch younger generations. The simple and spare look lets viewers appreciate every area as they discern details and learn about the trains running.

No wonder Dave Tori recommends that others in the S gauge niche, along with their kin on the O gauge side, seriously consider emulating what imaginative designers developed to promote American Flyer and Lionel trains many decades in the past. What those display crews understood about the wonder of toy trains can still guide builders eager to share their love of vintage and new models. CTT

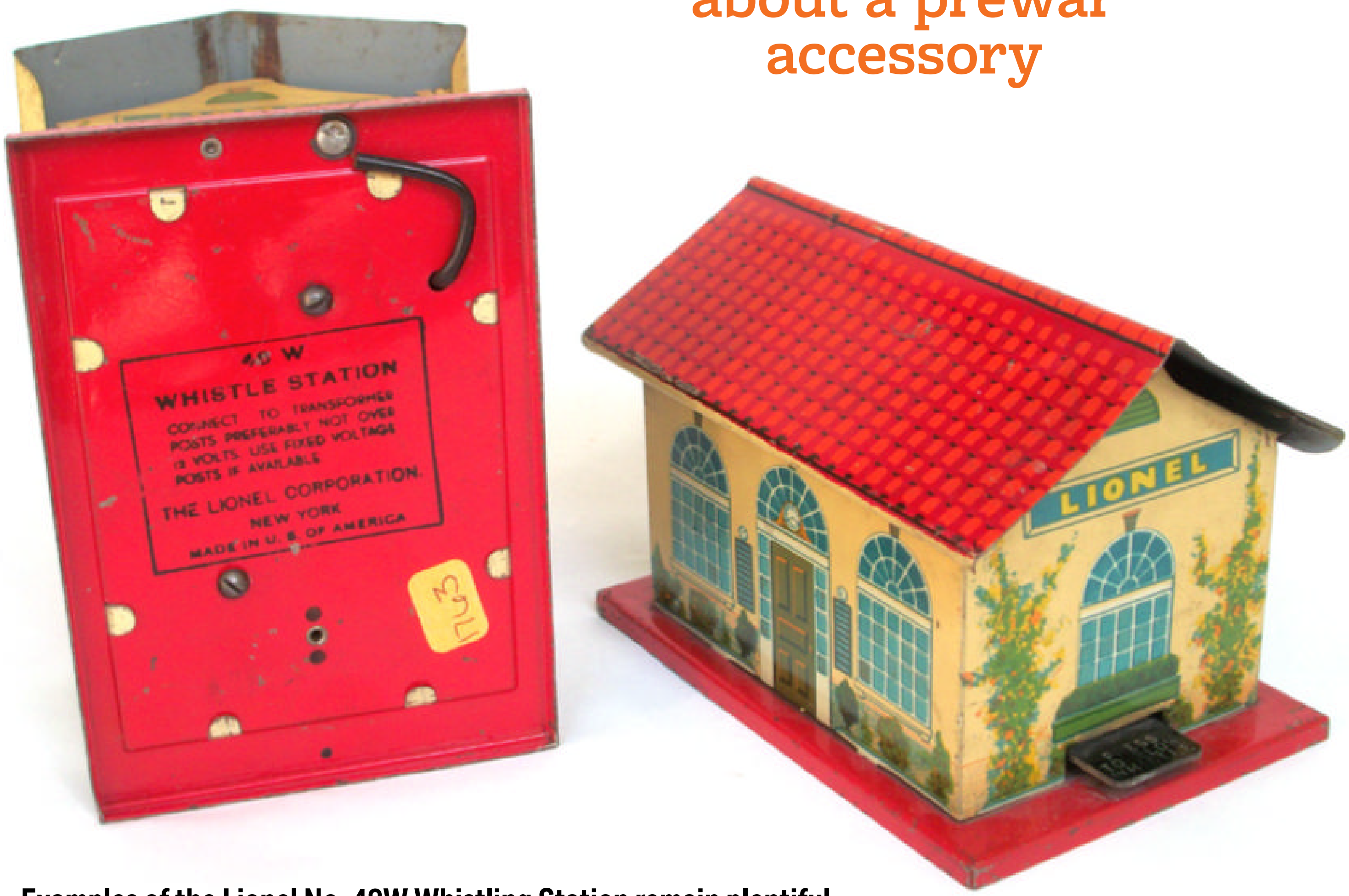
The Mystery of Lionel's ORPHAN STATION

Getting answers about a prewar accessory

STORY AND PHOTOS BY JOHN DETREVILLE

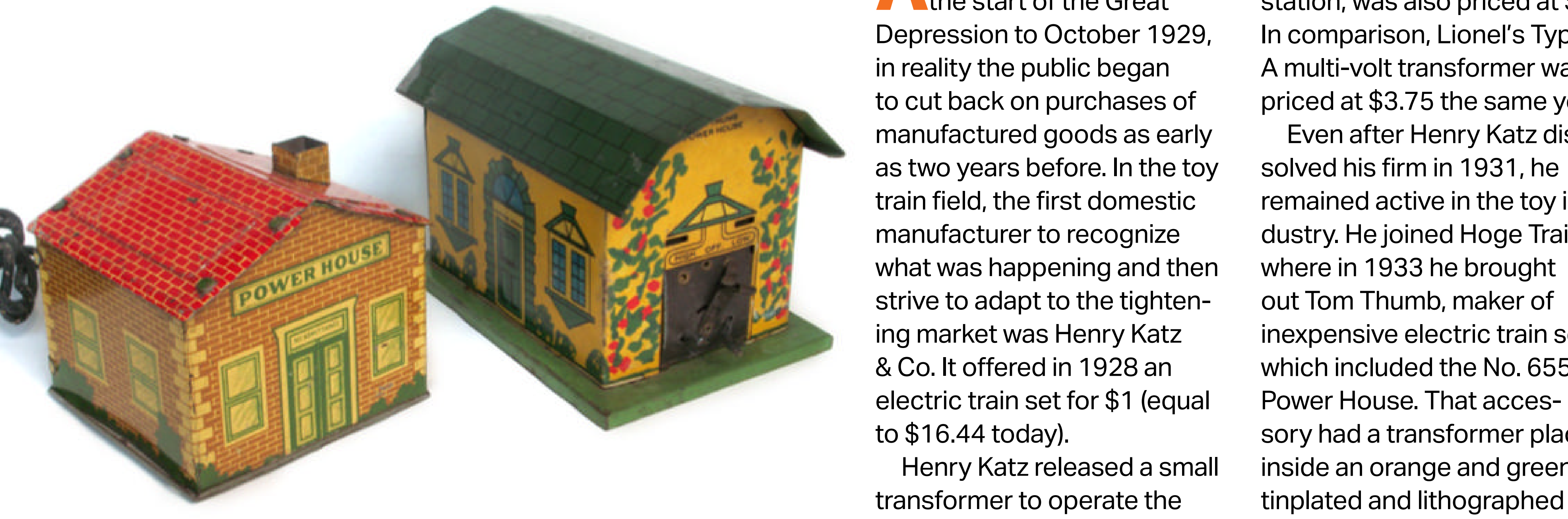
Curiosity about a small (3¾ x 5½ inches) tinplated and lithographed accessory usually labeled "Station" drove me to learn more about it. Lionel produced the so-called orphan station in several varieties and sold it under different names between 1931 and '42.

The often ignored and somewhat misunderstood item was born of the national financial crisis of the 1930s and reflected Lionel's uncertainty about branching into new fields. Now's the time to solve the mystery and gain greater appreciation of a prewar stalwart.


48 W
WHISTLE STATION
CONNECT TO TRANSFORMER POSTS PREFERABLY NOT OVER 12 VOLTS USE FIXED VOLTAGE POSTS IF AVAILABLE
THE LIONEL CORPORATION.
NEW YORK
MADE IN U. S. OF AMERICA
LIONEL

Examples of the Lionel No. 48W Whistling Station remain plentiful more than 80 years after it was last cataloged. Although popular, this accessory has long been surrounded by confusion.

Henry Katz and Hoge stations with a transformer



Although most people date the start of the Great Depression to October 1929, in reality the public began to cut back on purchases of manufactured goods as early as two years before. In the toy train field, the first domestic manufacturer to recognize what was happening and then strive to adapt to the tightening market was Henry Katz & Co. It offered in 1928 an electric train set for $1 (equal to $16.44 today).

Henry Katz released a small transformer to operate the set. The No. 521N, which enclosed the power source in a station, was also priced at $1. In comparison, Lionel's Type A multi-volt transformer was priced at $3.75 the same year.

Even after Henry Katz dissolved his firm in 1931, he remained active in the toy industry. He joined Hoge Trains, where in 1933 he brought out Tom Thumb, maker of inexpensive electric train sets, which included the No. 655 Power House. That accessory had a transformer placed inside an orange and green tinplated and lithographed ticket office and station.

Lionel Winner No. 1012 Transformer Station

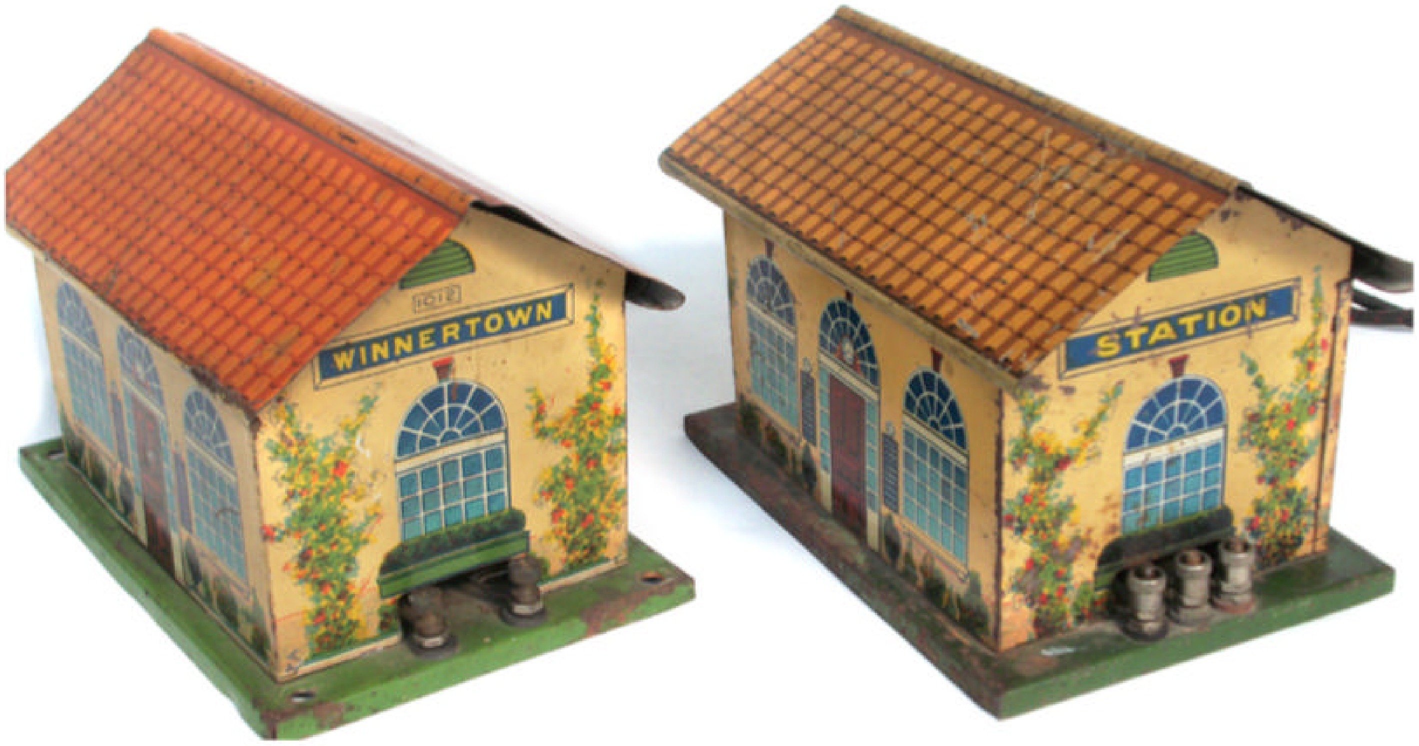
Lionel's top leaders found themselves in a quandary. On the one hand, they were reluctant to cede any part of the market to a competitor. On the other hand, they had long protected their brand as a "premium" product, with fixed higher prices and sold only through a network of exclusive dealers rather than in neighborhood variety stores.

In late 1930, Lionel came up with a strategy to remain on top. The year before it had purchased Acme Toy Corp. so it could reach the low end of the market with what it branded "Winner Toy Trains." At the same time Lionel promoted its Winner line, it would still be able to protect its name as a manufacturer of toys for older boys and adults.

Key to the Winner lineup would soon be an inexpensive structure equipped with a transformer. The threat posed by Katz was going to be countered by the orphan station.

The Winner label produced only inexpensive electric trains, made using lighter weight lithographed tin and not heavier gauge enameled stamped steel. Starting in 1931, its lineup included the No. 1012 Transformer Station, which, just like the similar accessory made and marketed by Henry Katz, had a single fixed voltage of 6 volts.

Was the 1012 an orphan? Not exactly, as Lionel lithographed it with the station number and the name "Winnertown" at each end. The inexpensive accessory also came stamped for Winner Toy Trains on the base.



Lionel Nos. 1017 and 1027 Transformer Stations

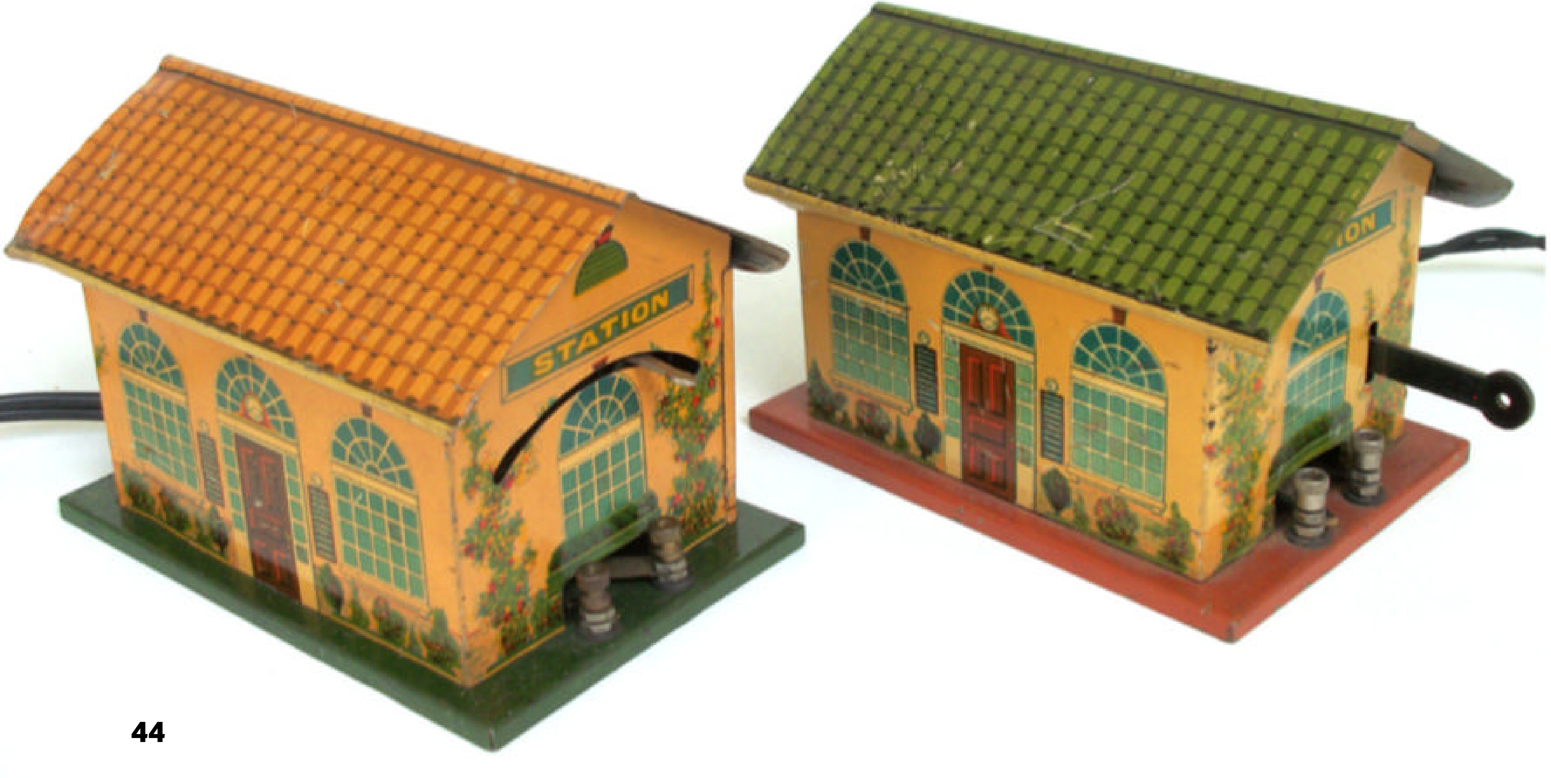
In late 1930, Lionel gained ownership of the assets of Ives Manufacturing Corp. It dropped most of Ives' old models in 1931 while developing new designs of its own.

Among the newcomers was the 1012 Transformer Station, which had become an orphan because it never carried the Ives name or continued to be identified as part of the Winner roster. The design and colors were the same, but it was now lithographed at each end as "Station"; no other markings or numbers appeared.

Winner and Ives were gone by 1933; in their stead arose "Lionel-Ives." The "Station" continued, though without any markings. Lionel had upgraded it as the No. 1017 Transformer Station. It resembled the unmarked 1012, but with two screw posts and a punched semicircular arc at one end through which protruded a short metal handle for a variable voltage rheostat.

In 1934, Lionel-Ives was renamed "Lionel Junior" and still offered less expensive trains, many of them copies of the earlier Ives and Lionel-Ives models. They were marked "Lionel" or "Lionel Jr." The No. 1027 Transformer Station made its debut as both a separate-sale item and a part of Lionel Junior starter outfits.

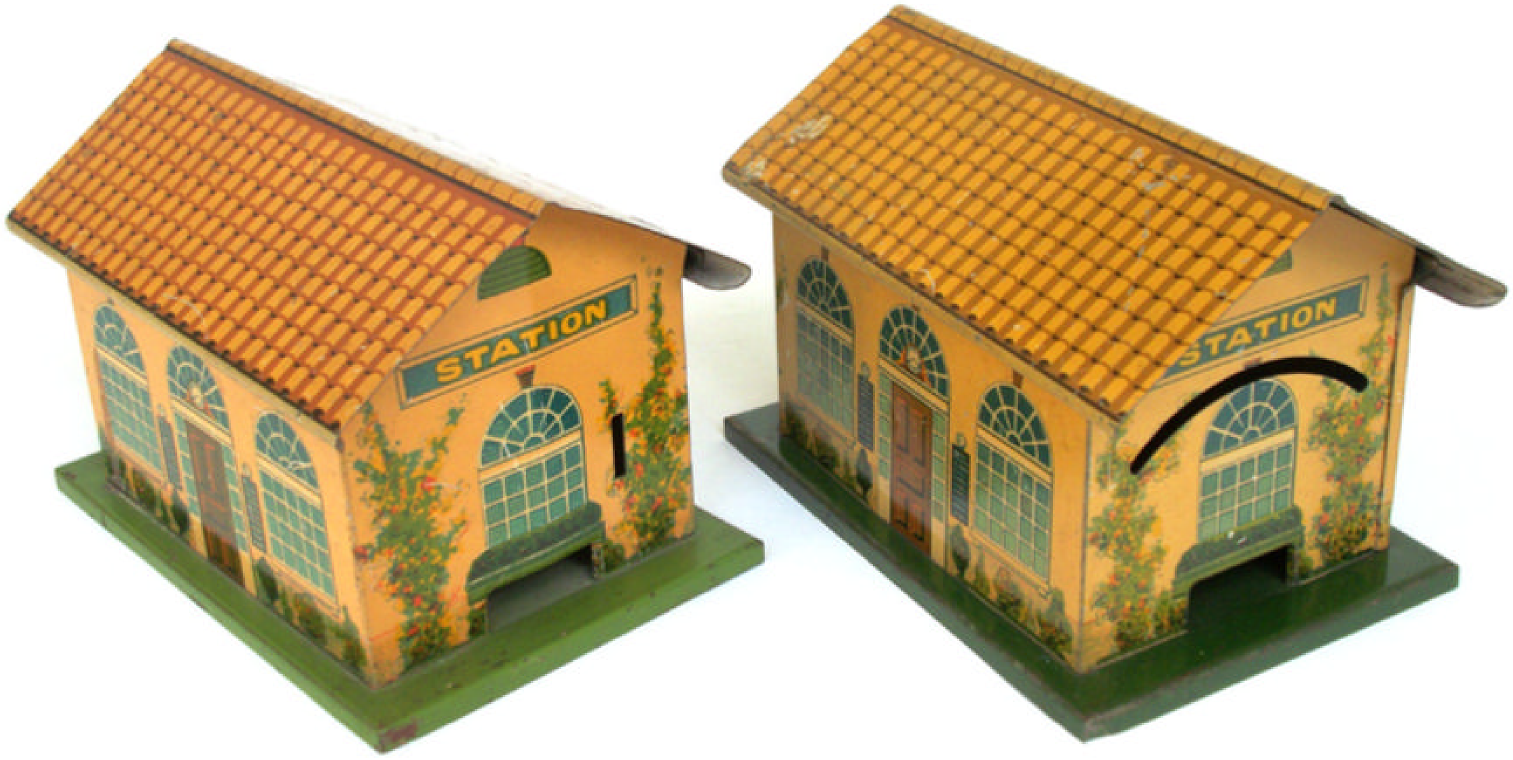
For the 1027, designers working at Lionel replaced the arc rheostat control of the 1017 with a Bakelite push/pull rod intended to vary the voltage. The fragile rod broke off fairly easily, leaving only the empty slot as an outward identification of the model.



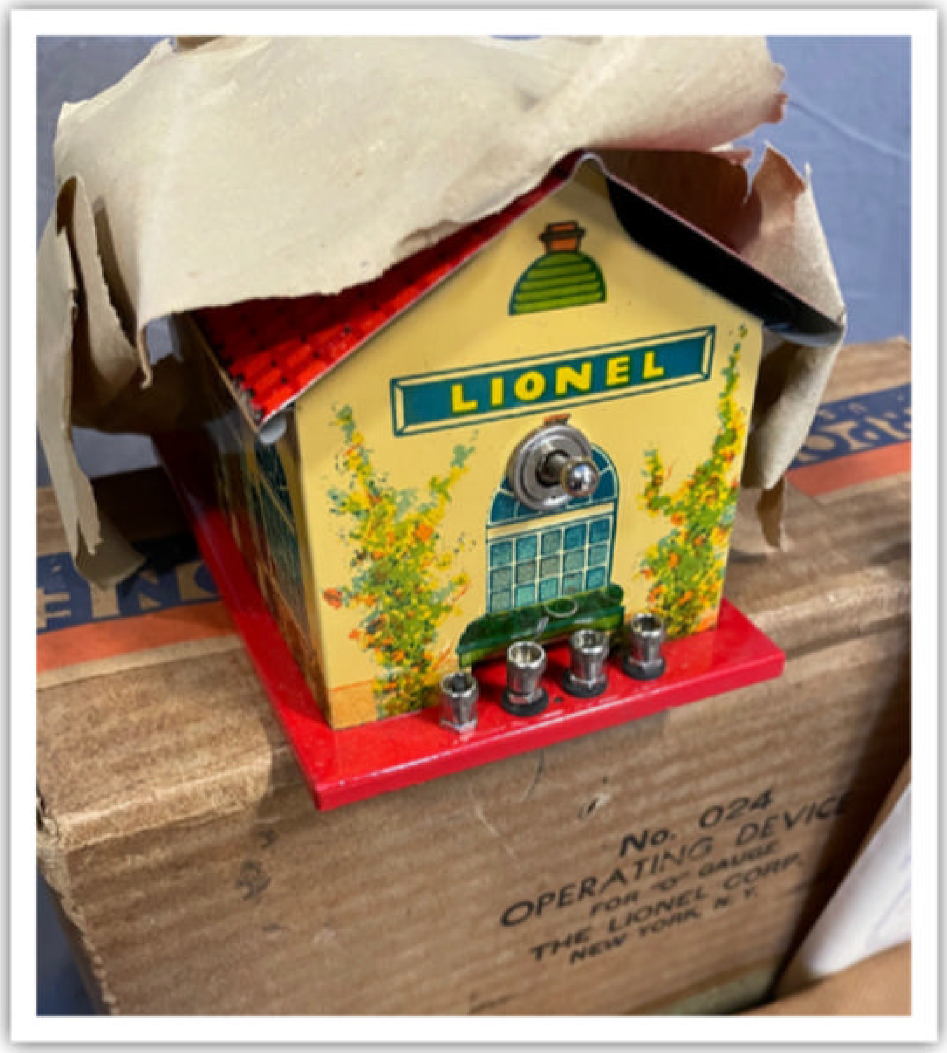
Lionel Nos. 1012K and 1560 Stations

From 1932 through 1937, Lionel cataloged shells of the "Station" without internal electronics of any kind. The attractive station was first identified as the No. 1012K Winner Station and was cataloged in 1932 and '33. When used as a component of a complete operating O-27 layout, the structure was designated the No. 1012X.

The No. 1560 Station, which Lionel introduced in 1933, initially came with Ives windup layouts and was offered for purchase by itself. The small accessory described in the consumer catalog for 1935 as "Constructed of heavy steel and beautifully decorated in bright colors" stayed in the line through 1937. Measuring 4 inches high and 5½ inches long, it sold for only 40 cents.



Lionel No. 48W Whistling Station

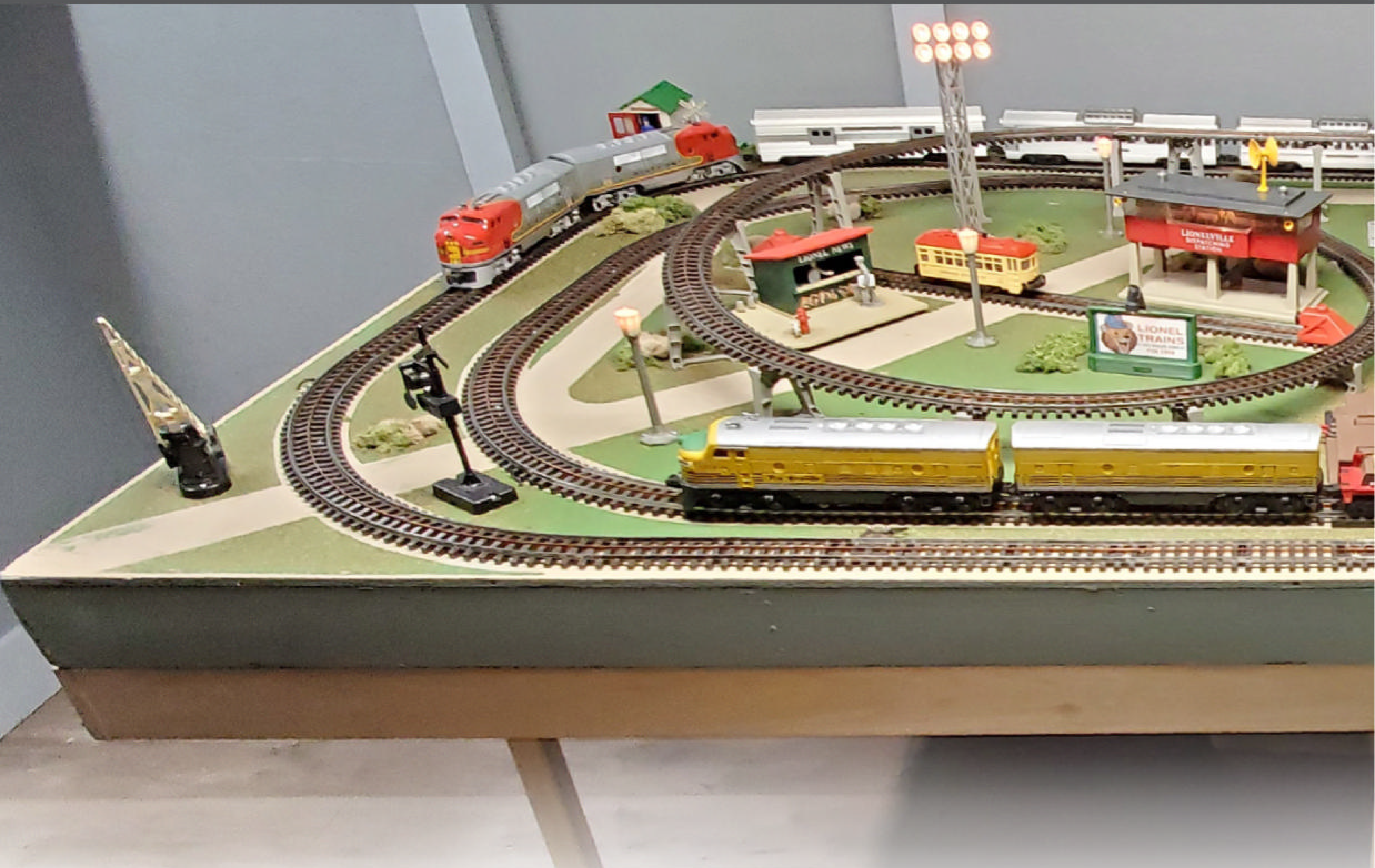


Decision makers at Lionel chose to delete all the transformer stations from the cataloged line after 1936. Only the basic 1560 Station stuck around in 1937 "to lend an atmosphere of realism," the catalog copywriter observed, "to [any] mechanical railroad." But changes of significance characterized that notable year in Lionel's history. Appearing in the Lionel Junior line for the first time was the No. 48W Whistling Station.

The entertaining newcomer had the same basic design as the 1560, but it featured the standard tender-version of Lionel's famous whistle (without a relay) installed inside. In addition, punched-out vents under the roof on the front and back walls allowed for louder sound.

The 48W gained the honor denied the other little stations: It bore the Lionel name, lithographed on both ends of the station and rubber-stamped on the bottom of the base. The 48W continued in the line until the end of metal toy production during World War II.

Modified bodies of the 48W, with different internal mechanisms and designated No 24 or No. 024, were used as control units for two highly desirable displays: Animated Trainman with Lantern from 1939 and Bascule Bridge Dealer Display from 1940. The 024 had a toggle switch in the side above the four screw posts. The purpose was to allow dealers to demonstrate a variety of accessories on a display with or without a train in motion.



50 YEARS OF UNFINISHED BUSINESS – DONE!

Postwar Lionel Super O display restored at last

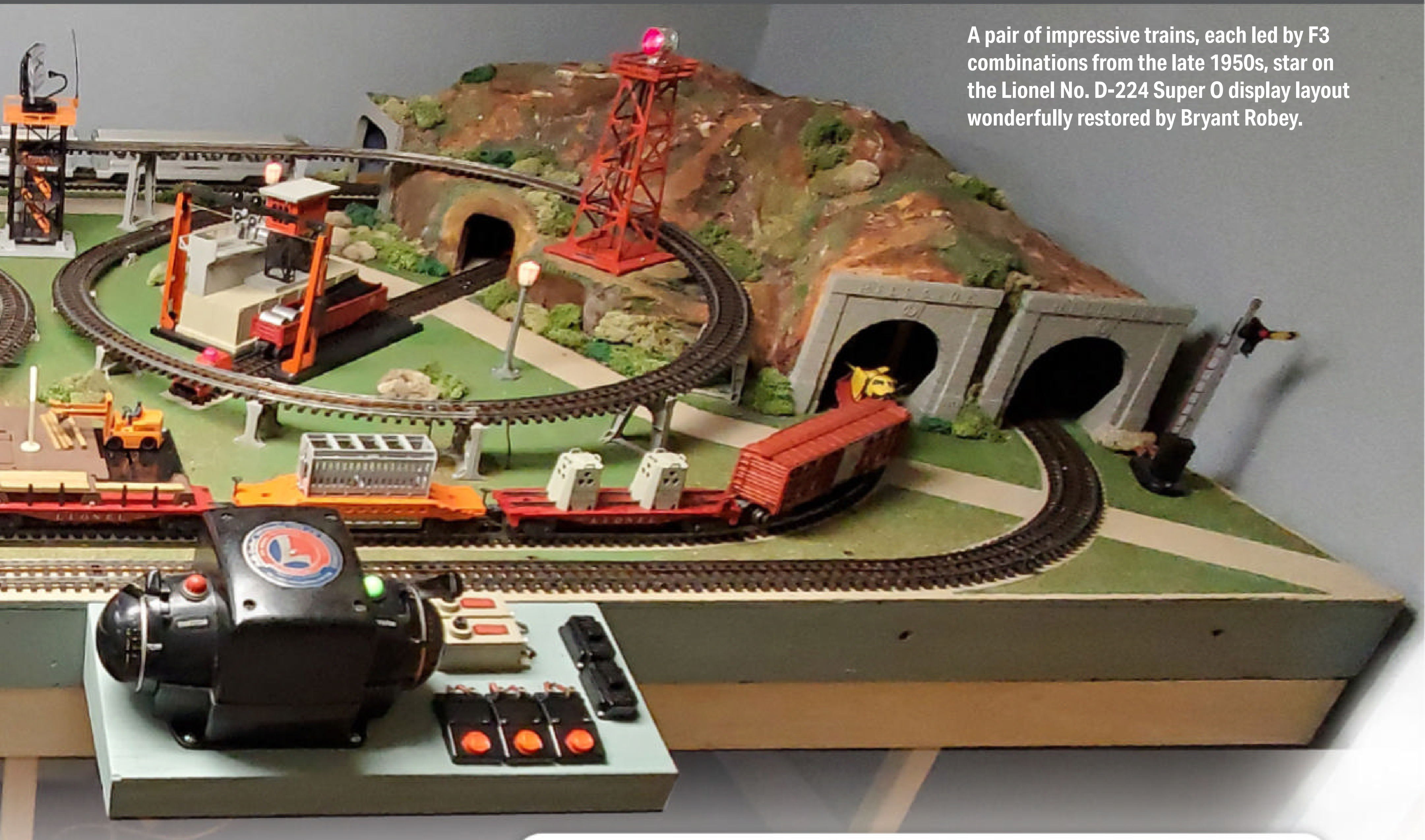
STORY BY ROGER CARP ◍ **Photos by Bryant Robey**

Virtually half a century after lifelong toy train enthusiast Bryant Robey received a train collectors' gift of a lifetime, he brought the dream of restoring it to a glorious conclusion! To put everything in a more impressive perspective, more than 70 years after receiving his first toy train as a boy way back in 1950, this dedicated hobbyist gave brand-new life to the brightest gem in his collection.

Bryant, with help from fellow Lionel fans Rick Lyons, Joe Mania, George Starz, and Mark Tolby, revived the No. D-224 Lionel display layout he had acquired as a teenager. He patiently refitted the correct Super O track and accessories and rebuilt the impressive mountain on the 5 x 9-foot railroad until he had finished a superb restoration, one that would gratify the Lionel craftsmen who had originally built it for the 1958 holiday season.

Bringing it home

The destinies of Bryant and the No. D-224 display intertwined in fascinating ways. He had enjoyed trains from his earliest days growing up in northern Pennsylvania, amassing a respectable roster of Lionel



A pair of impressive trains, each led by F3 combinations from the late 1950s, star on the Lionel No. D-224 Super O display layout wonderfully restored by Bryant Robey.

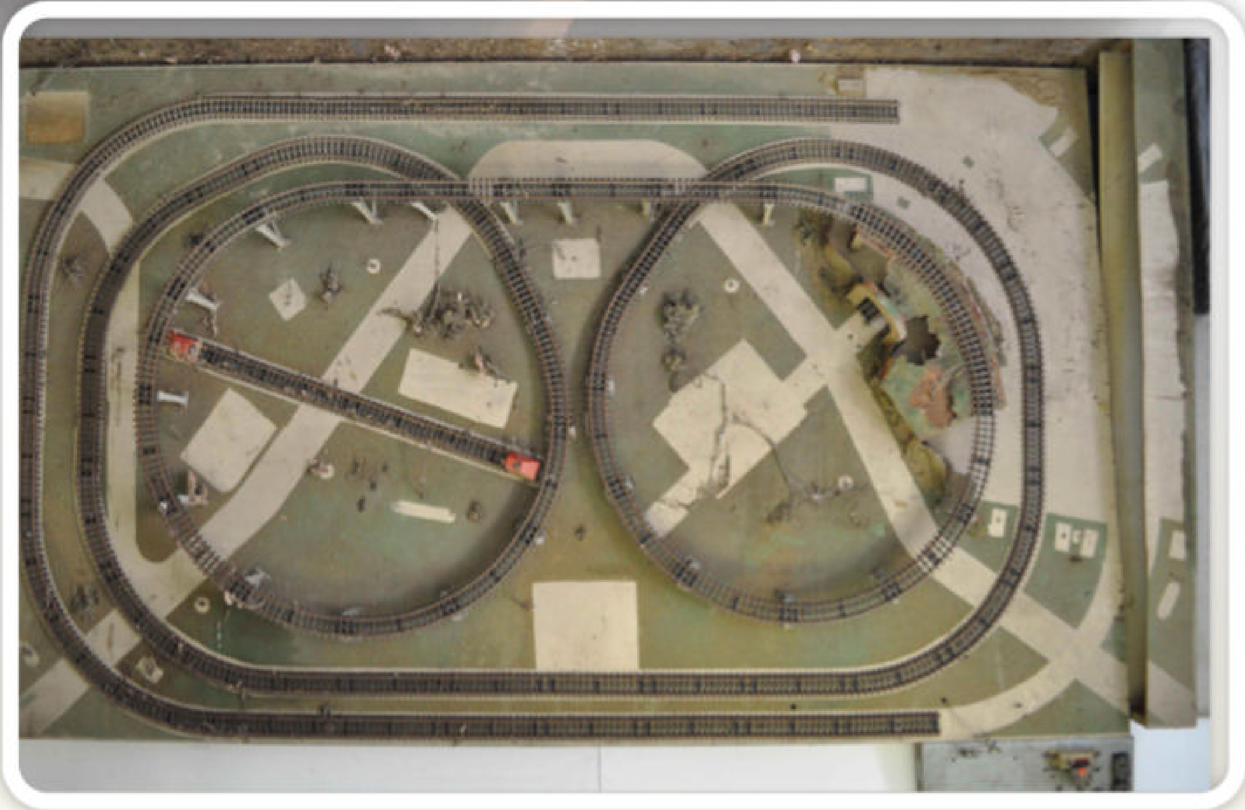
steam and diesel engines and rolling stock that he operated on a 12 x 12-foot three-rail layout right through high school.

Meanwhile in the late 1950s, an unidentified merchant probably based in western Pennsylvania had purchased a D-224 to promote the sale of Lionel trains and accessories. Bryant knew only that a good friend of his father had purchased it in the early 1960s and had given him the chance to run trains on the layout. Bryant's father was as big a model train fan as he was, and the two of them were thrilled to be given the layout a few years later.

However, just as happened to so many youngsters, Bryant's priorities drastically changed once he left for college in Pittsburgh. In time, his trains were boxed up and, together with the D-224, placed in deep storage for a number of years. Luckily that storage was maintained in reasonably good surroundings, always with plans to return to it someday.

What someday?

College, family, and a new career left Bryant with little time and few resources during the decade between the middle 1960s and the middle 1970s to enjoy his trains.

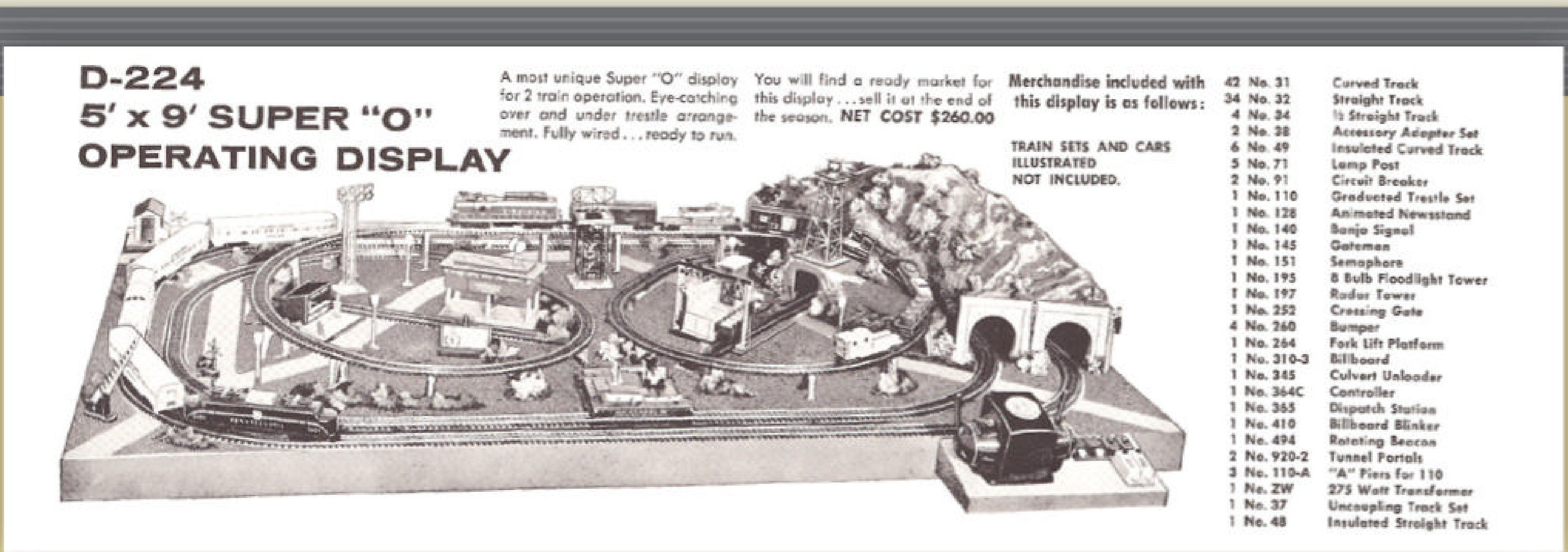


Here's the D-224 before Bryant and a few hobby friends restored the 5 x 9-foot layout with sturdy benchwork, clean Super O track, grass and lichen, and a new mountain.

Finally with a home of his own, the first opportunity to revive the memorable display came in 1975.

Unfortunately, as Bryant will be the first to admit, his initial efforts left a lot to be desired. In his excitement to bring it back to life and given the constraints of a small houses, he begrudgingly sliced off 4 inches from the right end of the platform so the layout would just fit in the only area available. This meant reconfiguring the network of Super O track and performing radical surgery on the mountain as well.

After about a decade of running trains over the modified layout, life changes and shifting priorities gave way in the middle 1980s once again to neglect. Off the display went back to storage.



D-224
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TRAIN SETS AND CARS ILLUSTRATED NOT INCLUDED.

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34	No. 32	Straight Track
4	No. 34	½ Straight Track
2	No. 38	Accessory Adapter Set
6	No. 49	Insulated Curved Track
5	No. 71	Lamp Post
2	No. 91	Circuit Breaker
1	No. 110	Graduated Trestle Set
1	No. 128	Animated Newsstand
1	No. 140	Banjo Signal
1	No. 145	Gateman
1	No. 151	Semaphore
1	No. 195	8 Bulb Floodlight Tower
1	No. 197	Radar Tower
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4	No. 260	Bumper
1	No. 264	Fork Lift Platform
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1	No. 345	Culvert Unloader
1	No. 364C	Controller
1	No. 365	Dispatch Station
1	No. 410	Billboard Blinker
1	No. 494	Rotating Beacon
2	No. 920-2	Tunnel Portals
3	No. 110-A	"A" Piers for 110
1	No. ZW	275 Watt Transformer
1	No. 37	Uncoupling Track Set
1	No. 48	Insulated Straight Track

The photograph and description of the D-224 Super O operating layout printed in the Lionel advance catalog for 1958 provide a complete list of the trackside items and operating accessories wired to the 5 x 9-foot display.

The next step in the long sequence of events spanned the years between 1994 and 2016. Bryant jumped back into collecting Lionel trains from the postwar era. Of special interest to him were the Super O track and accessories originally featured on the D-224 display.

What would it take to light a fire in Bryant? How about retirement in 2016 following a distinguished career in architecture? Now he was ready to tackle the project of a lifetime. He had carefully collected the necessary track plus all the operating accessories used on the D-224. Best of all, he now had ample space to work.

Step by step

Over the course of several months in 2019, Bryant with invaluable advice from a number of friends in the toy train hobby restored his display to its original beauty and wonder. The D-224 showcased here reflects his outstanding work.

Step one involved carefully cleaning the dirty layout, including the 4-inch-long section Bryant had once cut off. (Yes, he had possessed the wisdom to save it.)

"Everything on the platform cleaned up surprisingly well," Bryant said, "using a sparse amount of water with a bit of car wash soap and a gentle touch from a soft sponge." The original colors roared back into sight, and little of the sawdust dyed green for grass was lost or ruined.

The next stage of work focused on gently yet securely reattaching the cutoff section to the rest of the layout. This required adding reinforcement out of site under the platform to support the cut off piece, which he then screwed into place. With lots of sanding and filling the two sections finally blended smoothly into one.

"Benchwork? Who really needs new benchwork when the original sawhorses have held the layout up just fine all this time?" Thus Bryant sums up his thinking.

Then the architect in him kicked in, and he realized a sturdy foundation was absolutely essential. For the third step in the long process, Bryant assembled what might be described best as "an appropriate Erector Set of substructure parts" to continually support the outer edge of the display without any damage or actual connections to the existing framework. Casters on the legs for mobility would prove to be a great addition as well.

Step four boiled down to sorting through boxes of Super O track until the correct quality and quantity of pieces could be assembled and cleaned. According to Bryant, the way to start restoring the vintage pieces, is to run them through a dishwasher, quickly drying them by hand. He then restored anything showing any corrosion or having a dull patina by using an electric hand tool with a small wire brush head.

Revived finishes

It was important to bring back the superb colors on the display, and so Bryant turned next to reviving the paint, grass, and lichen lost or dulled over 50 years. Besides filling in damaged and fading patches with original bags of Lionel Nos. 920-3 Green Grass and 920-4 Yellow Grass, he sparingly added some No. 919 Artificial Grass.

The green and tan original paint colors on the platform were painstakingly matched, even the lichen needed to be carefully selected to match that used in the 1950s. "It was always my goal to retain as much original material and finish as possible and where necessary, match, not embellish, Lionel's great original work"

New mountain

While Bryant reset the trestles and then updated the wiring to make sure all the accessories could again perform their magic, he, and his buddies started discussing how to bring the mountain back to life. To him restoring it to what it was, not making it better or different was crucial.

Luckily he had preserved nearly all the original sections of the mountain shell Lionel had used for the landform back in 1958. Artisans at the factory would dampen the felt before applying it over a layer of kraft paper that had been placed over wood supports, then painting it with a milk-based artist's paint. Bryant found that forming a base with pieces of lightweight wire mesh allowed for the small adjustments necessary to retain the form of the now fragile felt pieces much better than the original Lionel methods. Gaps in the original felt were then filled with strips of plaster-infused cloth, ready for paint.

Painting the mountain represented the last major step in reviving Bryant's Super O display layout. He investigated the colors and textures now available and with much trial and error, matched the many shades close if not identical to what Lionel had used to create the mountain. Lionel did a great job with the original mountain. The restored version is a faithful recreation of their work.

Bryant, always encouraged by his wife, Val, looked forward for many years to being able to run classic postwar outfits over his D-224 layout. Now he enjoys a true Lionel classic with family, friends, or just by himself at the flick of a switch. But he frequently takes a moment or two to thank all those who helped him bring this wonderful Lionel Super O display back to its original glory. CTT

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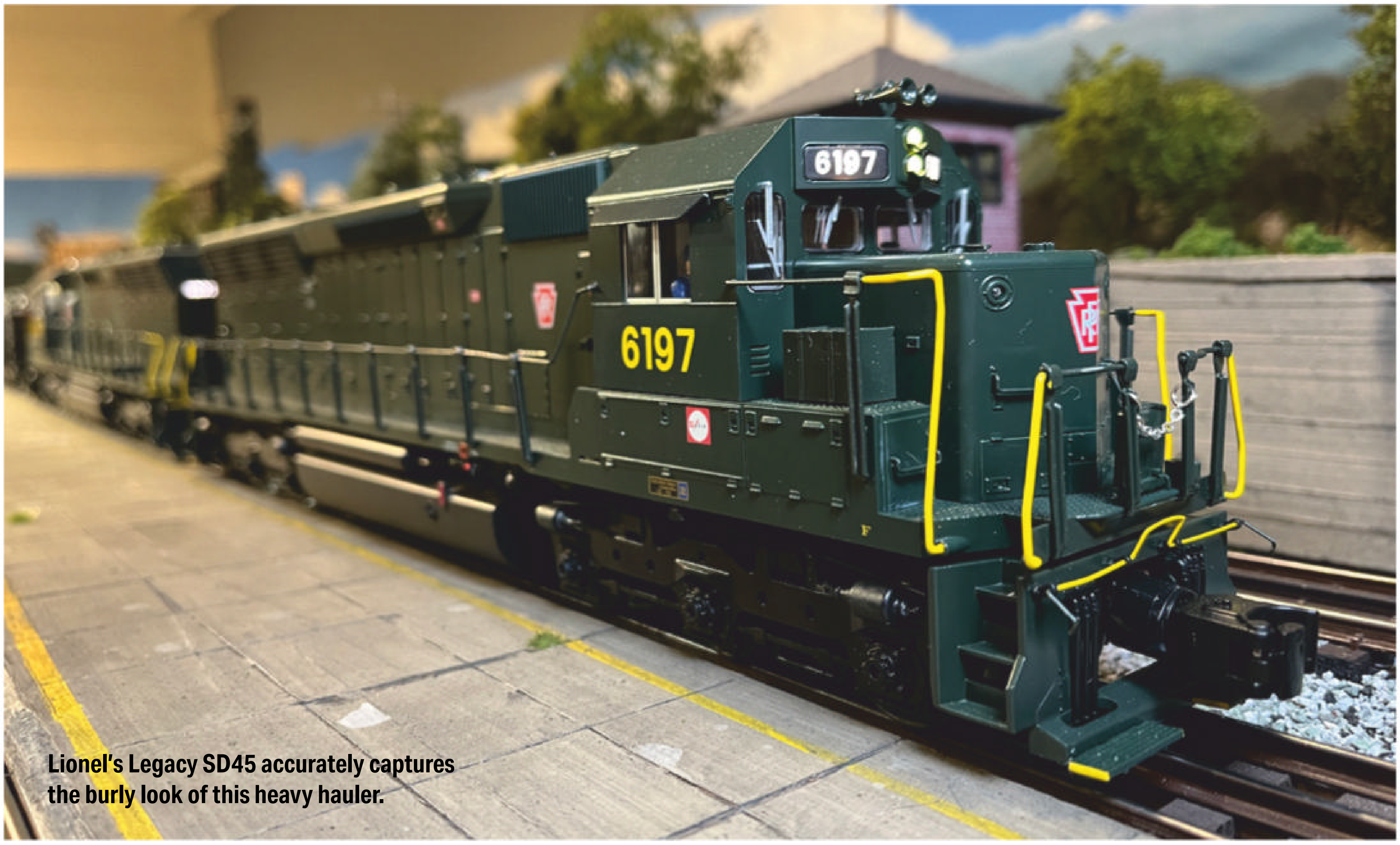


Lionel's Legacy SD45 accurately captures the burly look of this heavy hauler.

Lionel Legacy SD45

This O gauge model is a beast of a locomotive

About halfway through the second volume of the Lionel 2021 catalog, I found this post-transition-era workhorse: the EMD SD45 road diesel. A model previously released by Lionel in 2016, the return of the SD45 is a welcome sight for those of us who enjoy the early high-horsepower diesel years.

A solid seller

The prototype was built by the Electro-Motive Division of General Motors between 1965 and '71. It was plagued by crankshaft failures. After these were remedied, the SD45 at slow speeds wasn't all that more powerful than the SD40.

More than 1,200 units rolled out of the EMD plant in La Grange, Ill., before being supplanted by the SD45-2, which only the Clinchfield, Erie Lackawanna, Santa Fe, and Seaboard Coast Line bought.

The SD45 measured 65 feet, 8 inches in length and came in at 368,000 pounds. With a 20-cylinder prime mover the SD45 produced approximately 3,600 hp. The Southern Pacific purchased the most SD45s (317), followed by the Pennsylvania RR with 130 and the Santa Fe with 125.

Plenty of choices

Lionel offered six road names in its 2021 release: Burlington Northern, EMD demonstrator, Guilford/Springfield Terminal, Pennsylvania, Milwaukee Road, and Norfolk Southern. Each model has road-specific detailing, most notably the Guilford and NS versions having high short hoods.

Each road name has three road numbers, with two powered units plus a non-powered SuperBass model. All have directional lighting, a fan-driven smoke unit, ElectroCouplers, and Kinematic pilots.

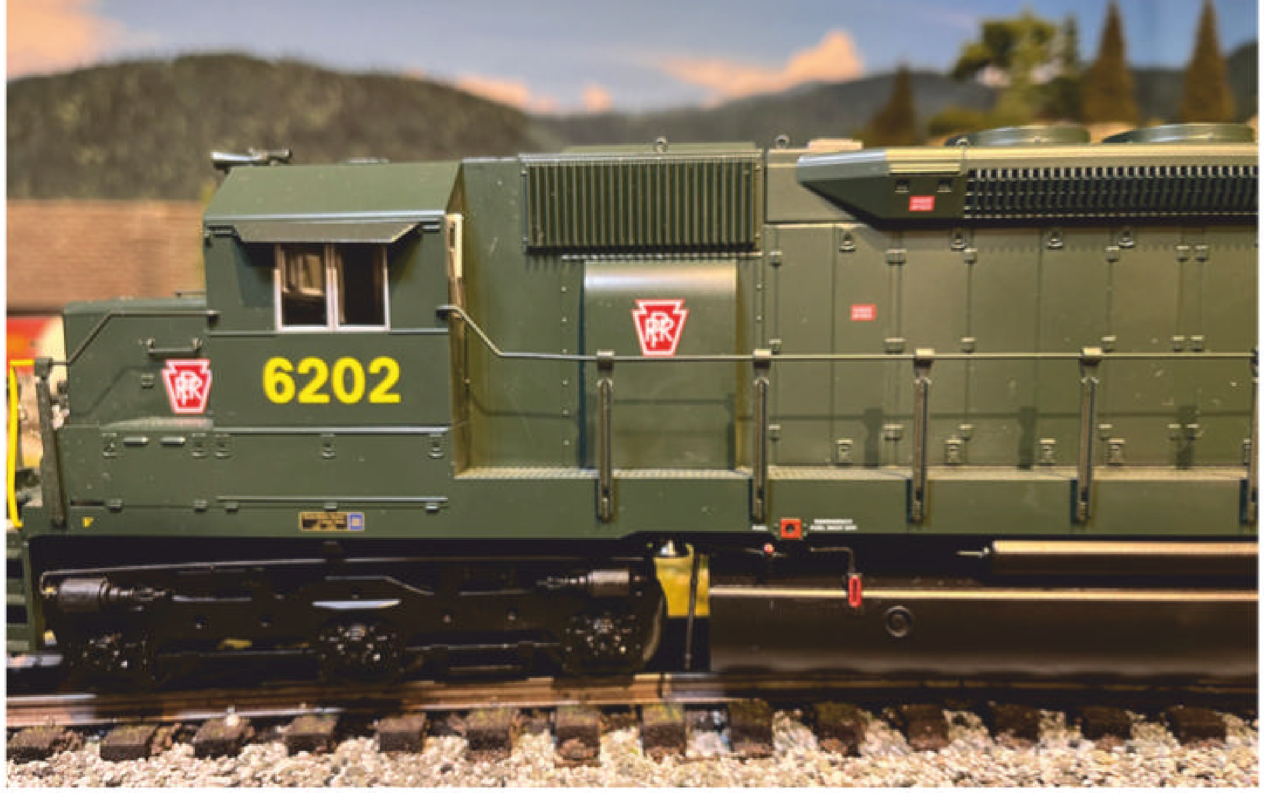
The powered units can be controlled conventionally, with TrainMaster Command Control or Legacy, or via Bluetooth using the Lionel LionChief app. The latter is available for Android or Apple phones and tablets.

This O gauge unit, like many new Lionel products, can also be controlled using Lionel Voice Control through the app.

The engine comes in at 17 inches in length. While the Kinematic couplers do provide a more prototypical look as the engine navigates three-rail curves, it does require them to be O-54 or wider.

Power and sound

I was fortunate to pick up a powered unit and SuperBass unit from Grzyboski's Train Store. Out of the box, these Lionel models feature a clean appearance in PRR Brunswick Green and crisp decals.



The O gauge model of this high-horsepower 1960s road diesel is loaded with detail. Note the brake piping on the trucks, the bell under the frame, and builder's plate under the cab.

Following a quick run over the Lionel Control System programming track, I linked the powered and unpowered units.

The sounds produced by the SuperBass cannot be done justice even through video. There's a clear, deep rumble produced by that unit that can almost be felt at any point around your layout. I had to turn it down to have a conversation with those people with me.

After picking up the Lionel Sharknose SuperBass diesel unit last year, I was pleased to see the company presenting similar options for models such as the SD45 and SD60MAC in the 2021 catalog.

The offerings from Lionel didn't lend themselves quite as well as I had hoped to a multiple-unit train. The previous release featured Penn Central versions, which would have been nice to see again with the Pennsy models. Further, Brady's Train Outlet offered a custom run of Conrail SD45s that would have been great to mix with a PC option. The models are out there if you really want to add one (or more) to your collection.

The latest SD45s from Lionel MSRP for $599.99 for the powered unit and $499.99 for the SuperBass. I think it's fair to note that the 2016 release, which was a new tooling at the time, went for $649.99. — *Chris Montagna, Chris's Trains & Things channel on YouTube.*

O Gauge Legacy SD45 by Lionel

Price: $559.99; unpowered Super Bass models $499.99

Features: Legacy control; O-54 operation; ElectroCouplers; traction tires; fan-driven smoke unit with adjustable output; directional lighting including LED headlights, marker lights on front and rear, illuminated number boards and cab interior; die-cast trucks, pilot, and fuel tank; Kinematic pilots; CrewTalk

Road names: Burlington Northern; EMD demonstrator; Guilford/Springfield Terminal; Milwaukee Road; Norfolk Southern; Pennsylvania. Brady's Train Outlet custom run: Conrail

Website: www.Lionel.com

At 17 inches long, Lionel's model of the EMD SD45 is a monster of a locomotive. Pairing a powered engine and an unpowered SuperBass unit gives about 36 inches of motive power!

Lionel American Flyer EP-5

After sitting in a holding pattern, this S gauge FlyerChief 'jet' is ready for takeoff

The Lionel American Flyer EP-5 is the latest version of a locomotive with a lot of history in S gauge. The General Electric prototype gained fame in service with the New York, New Haven & Hartford RR. The A.C. Gilbert Co. first produced its model numbered 449 in 1956-57 with one motor and a horn. In 1958, the EP-5 became No. 21573 and lost its horn.

Lionel issued a New Haven EP-5 under the American Flyer name in 1991 with one motor. It produced the same engine with a Milwaukee Road shell a year later. Another version of the engine was made in 2009, this time with two motors.

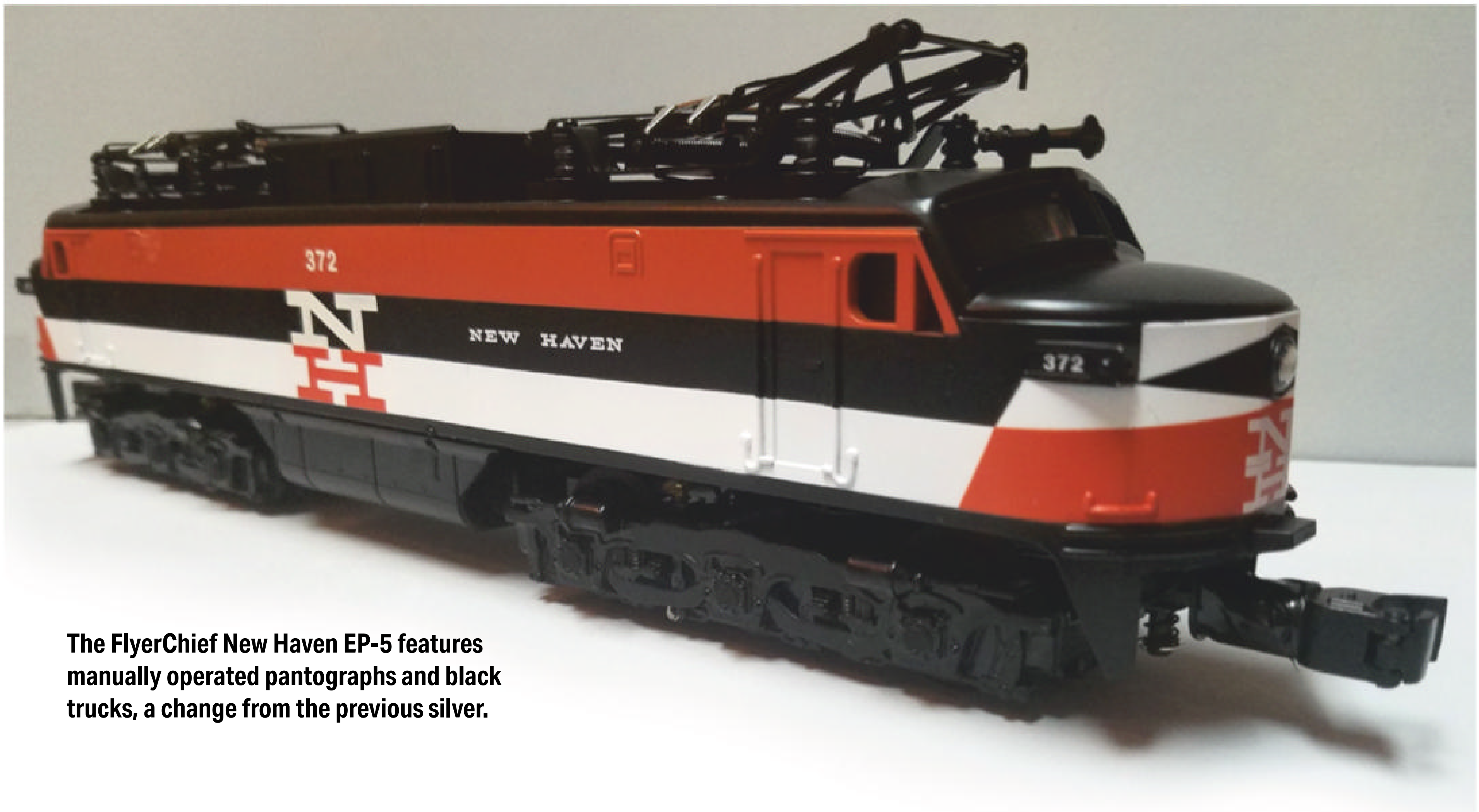
Lionel announced the production of a FlyerChief EP-5 in 2020, and again in the American Flyer catalog for 2021. This production run covers both announcements. The models come in four liveries: New Haven (tested, No. 2021010), New York Central, Great Northern, and Pennsylvania RR.

It's interesting that in this group only New Haven actually rostered the units. When NH was merged into Penn Central, six of the original 10 continued in service. The other four were scrapped.

Lots of features

These models feature FlyerChief control, directional LED lighting, dual ElectroCouplers, manually operated pantographs, and an illuminated cab. They are Bluetooth equipped.

The cab, as well as the other lighting, illuminates the end the system assumes is forward. It can be operated with transformer only including DC; its own handheld remote; the Lionel Universal Remote; or via a smartphone or tablet with the LionChief application.



The FlyerChief New Haven EP-5 features manually operated pantographs and black trucks, a change from the previous silver.

I found the engine to be packed well in its box surrounded by Styrofoam inside a clear plastic container with its instruction manual and FlyerChief controller. The handheld controller is labeled for the New Haven engine. There were no extra traction tires or special items in the box.

Before running the S gauge locomotive, I read through the manual and lubricated the engine as specified.

I ran it first with transformer only. It operated well with quick responses. Using the two Lionel No. 5906 sound activation buttons wired into my layout I tested the sounds. Everything worked as specified.

THE PAINT COLORS OF THE NEW HAVEN MATCH THE EARLIER VERSIONS ALMOST EXACTLY. ONE DIFFERENCE IS LIONEL DECIDED TO PAINT THE TRUCKS BLACK, A CHANGE FROM THE SILVER USED IN PREVIOUS RUNS.

There are switches underneath the engine to set operation. You can use just a transformer or the transformer with the handheld controller. You can also turn off the sound system.

I used its controller and again ran it through a series of tests. Following that, I used the universal controller; both were successful. Finally, I used the LionChief app on my phone. Again, the engine performed perfectly.

Staying in control

It's important to note the app gives you a lot more control options than the handheld or the Universal Remote.

The RailSounds are more like diesel engines than electric motors. I even compared it with a FlyerChief diesel locomotive to be sure of my analysis.

EP-5s were called "jets" by the employees of the NH due to the roar made by their equipment cooling blowers. I've read that sound was captured in the first moments of the movie *The Man in the Grey Flannel Suit*. Too bad Lionel didn't duplicate that sound.

The other RailSounds were present, and the buttons activated the whistle and bell. To get CrewTalk you have to activate it with a short blast of the whistle button. It worked as it should.

On the rails

My home layout (featured in the November 2021 issue of *Classic Toy Trains*) uses original American Flyer track and switches that have tight curves and Gilbert switch issues that can occur when testing. The EP-5 had no trouble with any of it. I put postwar freight cars behind the unit to test its pulling ability; I got up to 22 before cars derailed on the corners. With its two motors the EP-5 locomotive can pull any reasonable-length train.

The paint is crisp with no overspray, and the colors match the earlier New Haven units almost exactly. One difference is the trucks are black, a change from the silver used in previous runs.

The list price is $329.99. If you want one, you should probably act fast; My contact at Lionel said it may be a while before they make it again. – *Bill Clark*

S Gauge FlyerChief EP-5 by Lionel American Flyer

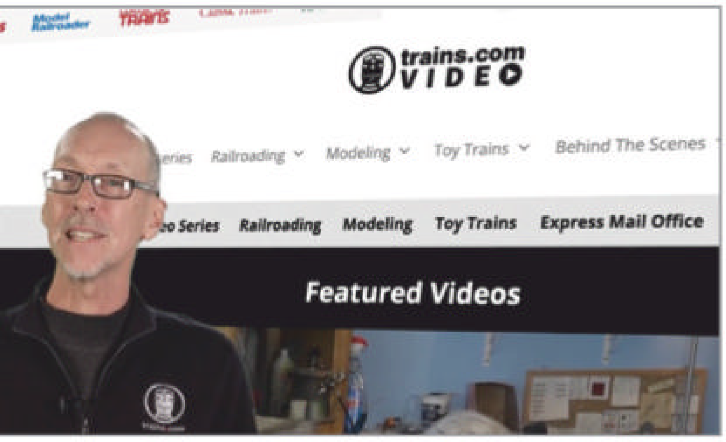
Price: $329.99

Features: FlyerChief control, runs with the included remote, Universal Remote or LionChief app, or can be operated conventionally with a DC transformer; RailSounds; dual ElectroCouplers; dual maintenance-free motors; metal frame; metal sprung pantographs (manually operated and electrically isolated); directional LED lighting

Current road names: Great Northern; New Haven; New York Central; Pennsylvania RR

Website: www.Lionel.com

trains.com VIDEO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CLOSING DATES:
May 2023 closes Feb. 15, July closes Apr. 19,
Sept closes June 14, Nov closes Aug. 16

All listed events were confirmed as active at the time of press. Please contact event sponsor for current status of the event.

Events

AL, MOBILE: Model Train Show sponsored by South West Alabama Railroad Modelers (SWARM). Via Health, Fitness and Enrichment Center, 1717 Dauphin Street. March 4-5, 2023, Saturday 9:00am-5:00pm; Sunday 11:00am-4:00pm. Admission $8.00, family $15.00, under 10 free. Operating layouts, demonstrations, and dealers. Contact Charlie Boyer, 251-454-0572 (before 9pm CST), email: charlieboye66@att.net, or Glenn Samuel, 205-914-0693, email: gasamuel@aol.com

CO, DENVER: Rocky Mountain Train Show. April 1-2, 2023. National Western Complex, 4655 Humboldt St., Denver, CO 80216. Saturday, 9:00am-5:00pm, Sunday 9:00am-4:00pm. 3 acres of model trains, all scales, 30 layouts, 700 sales tables, clinics and more. Admission $13.00, under 12/scouts in uniform FREE. Discounted tickets available for military/first responders through VetTix.org. Free Parking. 303-364-0274, www.RockyMountainTrainShow.com

FL, MELBOURNE: The Melbourne Train and Toy Show. Azan Shrine Center, 1591 West Eau Gallie Blvd, Melbourne, FL 32935. Saturday, March 4, 2023, 9am-2pm. Admission: $5, kids under 10 FREE. Vendor tables $25 each or 3 or more $20 each. Join us for trains, toys, and fun! Lunch/snacks available. For more information: SchultzSpaceCoastTrains@aol.com or 321-805-1963

FL, SARASOTA/BRADENTON: 44th RealRail Train Show. February 18-19, 2023. Saturday 10am-4pm, and Sunday 10am-3pm. Bradenton Area Convention Center, 1 Haben Blvd., Palmetto, FL. Door prizes, interactive Lionel layout, kids' HO layout, Hobby Mart with 100+ vendors. Adult admission $8, 13 and under free w/paid adult. CDC guidelines apply. Contact David Fontaine for more information 941-685-2221 or david_f_34205@yahoo.com

IL, SPRINGFIELD: Springfield Railroad Society Annual Train Fair. Orr Building on the Illinois State Fairgrounds. Sunday, March 12, 2023. 10:00AM-4:00PM. Early bird shopping starts at 9:00AM for $10.00. Admission fee $5.00 from 10:00AM to 4:00PM. Free parking. Largest show in downstate Illinois! For info call Ray at 217-544-4295 or Mike at 217-899-3100 or visit www.springfieldtrainfair.com

IN, MIDDLEBURY: Essenhaus Train Show. Saturday, February 18, 2023, 9:00am-2:30pm. On the Das Dutchman Essenhaus campus, 240 US 20. All gauge, operating layouts, repairs, parts dealers, selling and trading. Display tables $25.00 each. Admission: $4.00/person, $10 for groups of 3-4, and $14 for groups of 5+. (Children under 3 FREE w/adult). Essenhaus.com or call 800-455-9471 (x470).

IN, TIPTON: Antique Toy & Train Show. Tipton 4-H Fairgrounds, 1200 S. Main St., (State Rd 19), Tipton, IN 46072. Saturday, March 18, 2023, 11:00am-3:00pm. Adults $4.00, 13-18 $1.00, 12 & under free. 100+ tables, all gauges, kits, free-parking, food/drink available, handicap accessible. Contact: David Moree, 4402 East 100 South, Kokomo, IN 46902, 765-457-1044 or 765-860-8062

MI, LINCOLN PARK: Lincoln Park Train Club Train Show (Buy & Swap). Saturday, March 25, 2023, 11am-3pm. JFK Memorial Bldg., 3240 Ferris Ave., Lincoln Park, MI 48146. Admission is $5.00 and Vendor tables are $20.00. For more info: Darrell @ 734-624-1462 or John @ 734-676-8645 or Bob @ 734-675-5712.

MI, SALINE: The Ann Arbor Model Railroad Club 53rd Annual Train Show & Sale. February 18-19, 2023. Saturday 10:00am-4:00pm and Sunday 10:00am-3:00pm. Saline Middle School, 7190 N. Maple Rd., Saline, MI 48176. Admission $6.00, under 10 free w/paid adult. 300+ tables, free clinics, free parking, shuttle buses. Masks recommended for entry. Contact: https://www.hvrrhs.org/annual-train-show.html 734-426-5100 Wednesday evenings.

MN, ST. CLOUD: Granite City Train Show and Sale. River's Edge Convention Center, 10 4th Avenue South. Saturday, April 15, 2023, 9:00am-3:00pm. $6.00, kids 10 and under FREE! Buy/sell model/toy trains, books, videos, railroad collectibles. Operating model & toy train display. Win a LIONEL train set! 320-255-0033; edwardolson@cloudnet.com or www.GraniteCityTrainShow.com

NC, ASHEVILLE: Asheville Train Show. Western North Carolina Agricultural Center. February 24-25, 2023. Friday noon-7:00pm and Saturday 9:00am-5:00pm. Admission $6.00, under 10 free. All scales, all gauges, collectibles, artifacts, operating layouts, hundreds of vendor tables. More: www.Asheville-Trainshow.com

NC, GREENSBORO: Train Show, Lewis Recreation Center, 3110 Forrest Lawn Dr, Greensboro, NC 27455. March 25-26, 2023. Saturday 9:00am-5:00pm & Sunday 10:00am-4:00pm. Admission $10 (includes both days), $1 off with flyer, children under 12 free with adult. Visit us: www.carolinamodelrr.org. Contact Kenn at kcassell@twc.com or call 336-501-0233

NH, DOVER: The Great Northern New England Spring Train Show. Dover Lodge of Elks #184, 282 Durham Road, Dover, NH 03820. Saturday, April 1, 2023, 10:00am-3:00pm. Admission: $5 per person, children under 12 free. Exhibitor tables $35, includes entrance fee. All scales, operating layout, railroadiana items, and food on premises. Contact Ed Martin, efmenter@aol.com or 603-362-4300

NJ, BRICK: ECTP and Collectibles LLC presents The Brick Train Show. Elks Lodge, 2491 Hooper Avenue, Brick, NJ 08723. Sunday, March 19, 2023, 9:00am-2:00pm. Admission: $7.00; under 12 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Brick Show.

NJ, CLARK: Jersey Central Train Show & Sale. Mother Seton Regional High School, 1 Valley Road, Clark, NJ 07066. Sunday, March 5, 2023, 9:00am-3:30pm. Admission: $7 adults, children under 12 free, $14 family. Model trains, railroadiana, photos, slides, books and videos. Refreshments available. For information: Heinz Ricken, hricken@gmail.com, 908-272-3910, or Mitchell Dakelman, dakelmanm@aol.com, 908-208-2522

NJ, EAST RUTHERFORD: METCA/NYSME Train Show. Saturday, March 25, 2023. St. Joseph's School, 120 Hoboken Road, East Rutherford, NJ 07073. 9am-2pm. METCA/NYSME members admitted free at 8am, public at 9am. Admission: $5.00 per person 16 and up. Layouts, refreshments, and door prizes. For tables and information, contact the NYSME Office at 201-939-9212 or email: contact@modelengineers.org

NJ, WAYNE: ECTP and Collectibles LLC presents The Wayne Train Show. P.A.L. Hall, 1 Pal Drive, Wayne, NJ 07470. Sunday, March 26, 2023, 9:00am-2:00pm. Admission: $7.00; under 12 free with adult. John LaLima 732-845-5966. Go to www.eastcoasttrainparts.com and click on The Wayne Show.

NY, HOWARD BEACH: METCA/TCA Train Show. Saturday, March 4, 2023. St. Helen's Church Hall, 8309 157 Ave., Howard Beach, NY 11414. 9am-2pm. METCA/TCA members admitted free at 8am, public at 9am. Admission: $5.00 per person 16 and up. (METCA members free.) Layouts, refreshments, and door prizes. For tables & information, email Bob Amling at: metcamail@metca.org

NY, LINDENHURST: Long Island Classic Train Show/Swap Meet. Fireman's Memorial Park, 555 Heling Blvd. (north of Hartford St.), Lindenhurst, NY 11757. February 12, 2023, March 19, 2023, September 24, 2023, and November 5, 2023. 8:30am-1:00pm. Adults $5.00, under 16 free w/adult. 100+ tables. Handicap accessible. Contact: John Mitchell 917-596-3494 or John Miata 516-353-1751. Email: LIClassicTrainShow@hotmail.com

OH, TOLEDO: Greater Toledo Train & Toy Show. Owens Community College (SHAC), 30335 Oregon Rd., Perrysburg, OH 43551. Sunday, March 12, 2023, 11:00am-3:00pm. "Early Birds" 9:00am-3:00pm. Adults $7, Early Bird Adults $10, Children 12 and under FREE w/ paid adult. Contact: Randy Ramsey, 1566 South Ave., Toledo, OH 43609, 419-215-4181, email: toledotoymasters@gmail.com, website: www.toymasters.org

OK, BIXBY: Greater Tulsa Area Train Show. Bixby Community Center, 211 N. Cabaniss Avenue, Bixby, OK 74008. Saturday, April 1, 2023, 9am-3pm. Admission: $5.00 adults, under 18 free w/ paid adult. Buy/Sell/Trade. Operating train layouts and door prizes. Concessions available. For further information visit: www.ttos-soonerdiv.org

PA, ALLENTOWN: ATMA Spring Thaw Train Meet. Allentown Fairgrounds Agri-Plex, 1925 W. Chew Street, Allentown, PA 18104. February 25 & 26, 2023. Saturday 9am-4pm, Sunday 9am-3pm. Admission: $10. Advance tickets $15, admitted at 8am. 12 and under FREE with adult ticket purchase. For more information visit www.allentowntrainmeet.com or call 610-442-2859

PA, BEAVER FALLS: BLRHS Frosty Rails Train Show. Saturday, February 11, 2023, 10:00am-3:00pm. Chippewa Township VFD Social Hall, 2568 Darlington Rd., Beaver Falls, PA 15010. Adults $5.00 ($4.00 if you mention Model Railroader ad). Children under 12 free. Tables $25 each. For show info: blrhsinc.org or table reservations: Tom Bianculli, tjbian64@gmail.com 412-585-3614

PA, HAWLEY: Model Train Show & Sale. Hawley Fire Department, 17 Columbus Ave., Hawley, PA 18428. Sunday, April 16, 2023, 9:00am-2:00pm. Admission $3.00, under 12 free with adult. Bill Delling, 618 Fern St., Hawley, PA 18428, 570-226-3206.

PA, YORK: All Gauge Train Show. April 17-19, 2023. Monday 8am-5pm, Tuesday 8am-5pm, Wednesday 8am-2pm. Wyndham Garden Hotel, 2000 Loucks Rd., York, PA 17408. 175 indoor tables, with an additional 150 outdoor vendor spaces available. Free admission (rain or shine). Vendor info, contact: Chuck Janiga, 716-390-8216, chuckstrainroom@live.com

VT, ST. ALBANS: Vermont Rails Show. Collins Perley Sports & Fitness Center, 890 Fairfax Rd., St. Albans City, VT 05478. (Interstate 89, Exit 19). Saturday, March 11, 2023, 10:00am-4:00pm. Adults $6.00, children 6-12 $2.00, children under 6 free. Sponsor: NWV Model Railroad Association. Contact: Ron Piro, 802-598-0905, or visit: www.nwvrailroad.org

WA, CHEHALIS: Lewis County Model Railroad Club, Annual Spring Train Show and Swap Meet. Southwest Washington Fairgrounds, Blue Pavilion Building, 2555 N. National Ave., Chehalis, WA 98532. April 1-2, 2023. Saturday 10:00am-4:00pm and Sunday 10:00am-2:00pm. Admission $5.00. Free parking. Contact information: Ted, 360-985-7788, or email: TedsTrains@LewisCounty.com

WA, SPOKANE: River City Modelers Spring Train Show. Spokane Fairgrounds, 404 N. Havana. Sunday, March 5th, 9:30am-3:30pm. Admission: $6 for adults, 12 & under free. 200+ tables of Railroad-related items for sale, operating layouts, Free-MO, Operation Lifesaver & more. Free Parking. For table rental or general info, contact: Shirley Sample, 509-991-2317 or email: shirley@busnws.com

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Miscellaneous For Sale

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Miscellaneous Wanted

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WHAT ARE MY TRAINS WORTH?

We get asked this a lot! During the winter many people are unpacking old boxes and wondering if they have something valuable. We give you a few tips to help you find out.

O AND S GAUGE REVIEWS

The details on the latest releases by toy train manufacturers! Recent product reviews in O gauge include Lionel's AC-12 Cab Forward steam engine and and ES44 diesel. In S gauge, we have a look at the American Flyer 2-8-8-2, GP7, and EP-5 locomotives.

GREATEST FINDS

Everyone loves the story of the one that got away - or was found! Learn how a simple engine got a man back into the hobby after years out of it.

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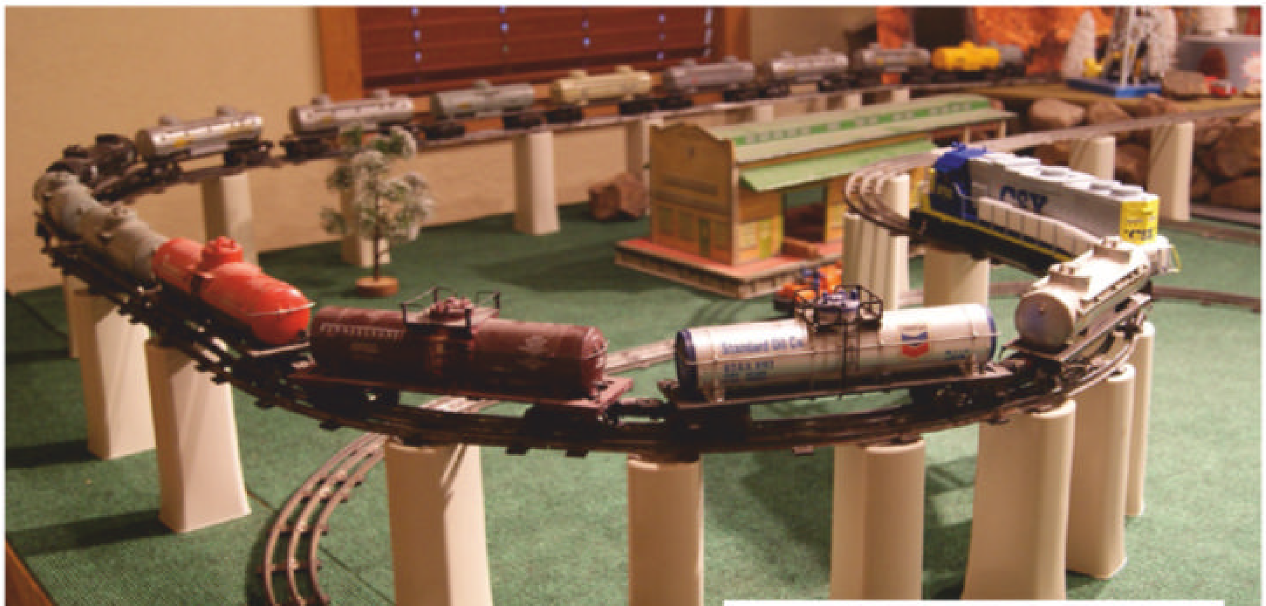
Turn containers into trestles

Plus another American Flyer stirrup fix, and tar paper streets



I HAVE A LOT OF EMPTY plastic powdered drink containers I was looking to use for something constructive instead of turning them into landfill material.

I decided to use them on my O gauge layout for trestles! After removing the plastic wrapper, (it slides right off!) the containers were ready to use. They're already a neutral color. They can be installed upside down with the tops screwed to the table. I then screwed the tracks to the bottom of the containers.

The containers can be filled with any kind of ballast if desired.

Another use for the plastic containers is along the same lines: turn them into molds used to pour your own trestles.

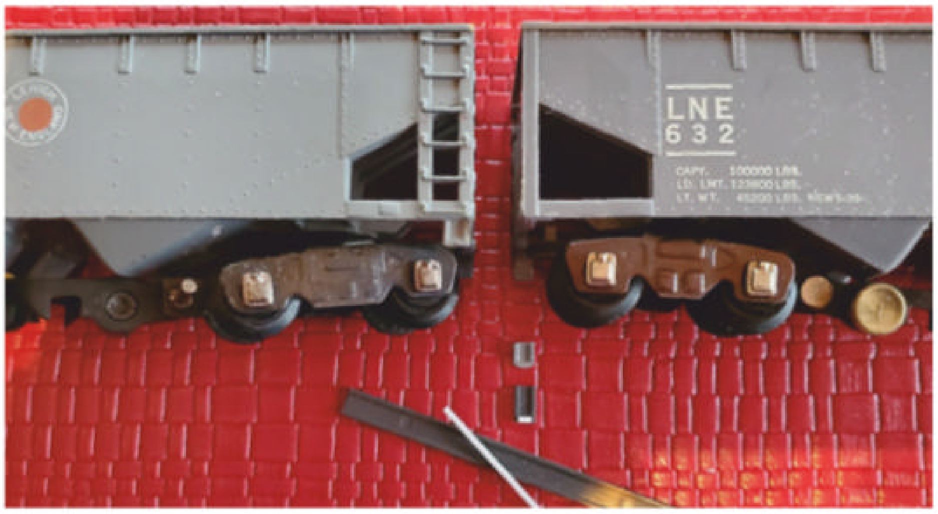
Coat the inside with spray grease and pour plaster of paris or some other liquid substance that will set-up and dry.

The container is tapered, so the poured trestle should slide right out. Or you can cut the plastic container from around the new poured trestle if necessary. They are free to begin with, so no loss! *– Carl Jacobsen, via email*

TAR PAPER FOR STREETS

A recent issue of *Classic Toy Trains* had an article on making streets and parking places with foam board. I find using black roofing tar paper from a home-improvement center works well too. I cut the street widths 5" for each lane. If I want a parking lane on each side, I place each piece alongside the other. I use Elmer's glue to secure the streets, adding weights on top until the glue has dried. I use 1/8"-wide white tape from Chartpak to make the center lines, parking lanes, and crossing lines. It must be glued and tacked for a few hours to dry. *– Ed Hein, via* email

Another Flyer step fix



Last year you ran a tip on repairing vintage American Flyer steps and stirrups. Here is an alternative method.

To restore the sill stirrup to as close to original without utilizing a donor car is a simple process. Construction requires the following materials:

- Plastruct No. 90044 3/16" channel
- Plastruct No. 90779 .100" x 1/4" styrene strip
- Evergreen Scale Models No. 142 .040" x .040" rod
- Cyanoacrylate adhesive

First, you cut off the damaged step and sand it to remove excess plastic, making sure the cut is square and level with the frame of the car.

Then you cut the 3/16" channel to match the length of the existing stirrup step. Next, cut a small piece of the .100" x 1/4" strip to fit inside at the end of the 3/16" channel and glue it in place with CA.

When everything has dried, add it to the car with a couple drops of CA (Super Glue).

After that has cured you can file or sand it to smooth out imperfections and match the existing steps. For faster results use CA accelerator.

A matching paint color will complete the project. *– Rocky Regula, via email*

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